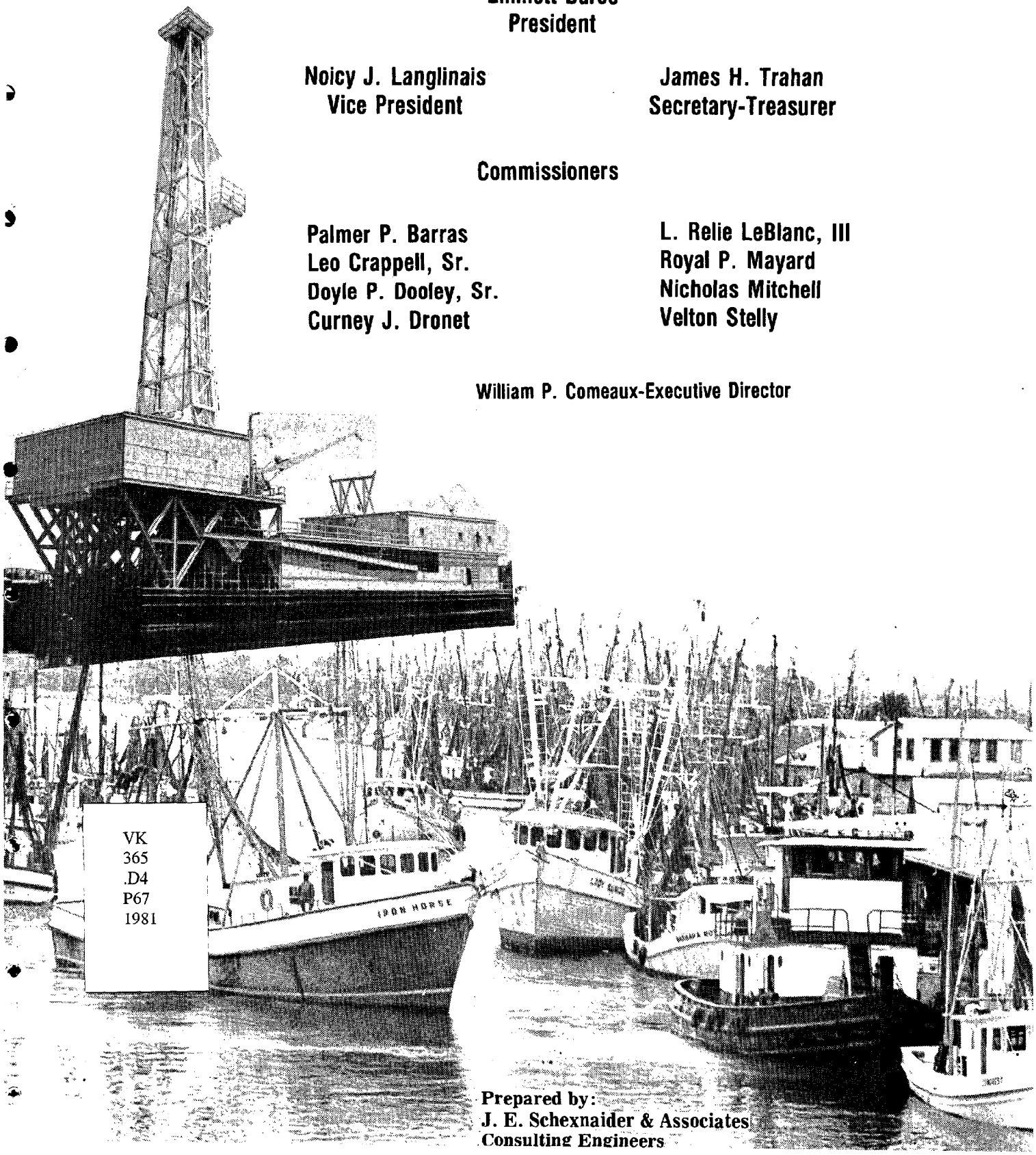
TWIN PARISH PORT COMMISSION
PORT SITE STUDY

OCTOBER, 1981



Prepared by:
J. E. Schexnaider & Associates
Consulting Engineers

PORT SITE STUDY

October, 1981

This study was conducted to determine the potential of two sites under option with the Twin Parish Port Commission for the development of a mooring facility on the Delcambre Canal near the Town of Delcambre, Louisiana and an inland barge facility on the Boston Bayou near the community of Boston, Louisiana.

Prepared for:

Twin Parish Port Commission

Prepared By:

J. E. Schexnaider & Associates,
Consulting Engineers

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March 17, 1982

Twin Parish Port Commission
P. O. Box 100
Erath, LA 70533

Gentlemen:

We are pleased to submit herewith the results of our study of proposed port sites on the Delcambre Canal and Bayou Boston.

We have prepared a detailed analysis of the two sites which you presently have under option. It is our conclusion that the proposed Delcambre mooring facility can be adequately developed to alleviate the current problems created by the limited facilities now existing along the Delcambre Canal.

The Boston Inland Barge facility also presents great potential in initiating industrial expansion in that area but should be placed second in priority to the Delcambre Facility because of the extreme congestion now existing in the Delcambre area.

We are pleased to have this opportunity of working with you and we are looking forward to supporting you in your continuing efforts to stimulate industrial growth in your district.

Very truly yours,

J. E. SCHEXNAIDER & ASSOCIATES

BY: Joseph E. Schexnaider
Joseph E. Schexnaider, P.E.

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TABLE OF CONTENTS

TABLE OF CONTENTS (continued)

LIST OF TABLES

LIST OF TABLES (continued)

LIST OF TABLES (continued)

INTRODUCTION

The Twin Parish Port Commission, which includes the parishes of Iberia and Vermilion, has experienced tremendous growth in energy-related industry in the past few years. The increasing activities of offshore oil and gas exploration have created a need for an additional industrial setting. The fishing and agricultural industries have also contributed much to the strong economy within the Port Commission's jurisdiction and should also be considered in future planning and development.

The intent of this study is to propose planned industrial port facilities to accommodate the diverse needs of these various industries and at the same provide maximum protection to the environment. In the past, the non-fishing industries have located in areas which are less than desirable and not compatible with the existing fishing industry and natural environment. For example, the shrimping industry at Delcambre Port has been adversely affected by the movement of the oil and gas industry support fleet; the docking of the larger industrial vessels, which are primarily steel and aluminum, alongside the fishing vessels (primarily wooden vessels) has resulted in damaged fishing vessels. The Delcambre Port is suffering overcrowding of docking facilities as a result of the increased activity of fishing vessels and the increasing demand for port facilities for vessels serving oil and gas exploration and production in the Gulf of Mexico. With professional planning, these various industries can co-exist and work together for the well being of the total economic stability of the area.

It is proposed to develop two sites within the Port Commission's authority to alleviate the existing problems and to accommodate the future economy of

the area. The first proposal involves the development of a mooring area to complement the existing Delcambre Port facilities; in future sections of the report, this development may be referred to as Site A. The second development (Site B) would be the development of an inland barge facility and agricultural area at Boston. Both sites are located near sparsely populated areas which have industrial support facilities nearby. These two sites were selected after a thorough investigation of available and suitable property for the development of barge and docking facilities. These sites are under an option to purchase by the Twin Parish Port Commission.

This study will further investigate and analyze the existing conditions in the study areas. Factors which will be taken into consideration include the present organization of the Twin Parish Port Commission, the historical and cultural background of the area, demographic and economic factors, water resources, preliminary designs, impacts of the proposed developments, and an environmental assessment of the sites.

PRESENT ORGANIZATION OF THE TWIN PARISH PORT COMMISSION

In reviewing the operation of port districts throughout the United States, it has been found that broad powers are necessary for successful port operation and development. It appears that the Board of Commissioners of the Twin Parish Port Commission is endowed with all of the required power and authority to assure the successful organization and operation of municipal terminal facilities and to guide and control the development of the entire district. The following information includes specifics on both the Twin Parish Port Commission and the Iberia Parish Port Commission. Both are included because of an overlapping of territorial limits.

PORT OF IBERIA

The heading of Part III of Chapter I of Title 34 of the Louisiana Revised Statutes of 1950 is redesignated, and Sections 241, 242, and 244 of said Title 34 are hereby amended and reenacted to read as follows:

241. Creation and Territorial Limits (Port of Iberia District)

The Port of Iberia District (formerly known as the "New Iberia Port District") heretofore created as a political subdivision of the State of Louisiana under the provisions of Act 128 of 1938, as amended by Act 446 of 1966 and Act 483 of 1974, is hereby declared to be and constituted a port, harbor, and terminal district pursuant to Section 31 of Article XIV of the constitution of the state of Louisiana for the year 1921, as amended and as such, shall have all authority granted by said Section of the constitution as well as such authority, powers, and jurisdiction as may be hereinafter provided by this Part, and its territorial limits are fixed as follows:

Parts of Iberia Parish and Vermilion Parish described with particularity below:

Beginning at a point of the boundary line between St. Martin Parish and Iberia Parish, at the point where the centerline of La. 182 intersects said boundary line, thence Southeasterly along the centerline of La. 182 to its intersection with the centerline of La. 88; thence Southwesterly along the centerline of La. 88 to its intersection with the range line between R5E and R6E, and thence Southerly along said range line to its intersection with Parish Road 508; thence Westerly along said Parish Road 508 to its intersection with the centerline

of U.S. Highway 90; thence Southeasterly along the centerline of U.S. 90 to its intersection with La. 3013; thence Southwesterly to a point 1000 feet from the Western right-of-way line of U.S. Highway 90; thence Southeasterly parallel to and 1000 feet from U.S. Highway 90 to the Southwestern right-of-way line of U.S. Highway 90, to the section line between Sections 20 and 21 T12S, R6E, Southwestern Land District; thence Southerly between Sections 20 and 21, and between Sections 29 and 28, to the North line of Section 87, T12S, R6E; thence in a straight line to the corner common to Sections 16, 19, and 20, in T13S, R6E; thence continuing South between Section 19 and 20, 37 and 38, 45 and 44, to the corner common to Sections 44, 45, 48, and 49, in T13S, R6E; thence Westerly between Sections 45 and 48 to the corner common to Sections 45, 46, 47, and 48, in T13S, R6E, thence South between Sections 47 and 48, T13S, R6E, and continuing South between Sections 5 and 6, 8 and 7 to the Northern shore of Vermilion Bay; thence Westerly and Southerly along the shoreline of Vermilion Bay to the Western shoreline of Southwest Pass; thence Westerly along the shoreline to a point of the most Westerly Western line of the Paul Rainey Wildlife and Game Refuge; thence South to the most Southerly limits of Vermilion Parish in the Gulf of Mexico; thence Easterly along the Southern limits of Vermilion and Iberia Parishes to the Iberia-St. Mary Parish line; thence following the Iberia-St. Mary Parish line through West Cote Blanche Bay, East Cote Blanche Bay and Vermilion Bay, and continuing along the Iberia-St. Mary Parish line; thence along the lower part of St. Martin Parish and Iberia Parish; thence following the Iberia Parish and Assumption Parish line; thence following the line between Iberia and Iberville Parishes to a point where it reaches the Iberia-St. Martin Parish line; thence along said line to the intersection of Louisiana 182, the point of beginning.

242. Board of commissioners, members, officers, agents, and employees

The governing authority of the district shall be a board of commissioners to be known as the Board of Commissioners of the Port of Iberia. The board shall consist of seven members who shall be citizens of the United States and residents of the district or the division of the district from which appointed during their term of office, to be appointed as follows: two commissioners shall be appointed on September 18, 1978, each for a term of six years, one of whom shall be appointed by the mayor and board of aldermen of Jeanerette; the successors to the two commissioners whose terms expire

on November 12, 1978 shall be appointed by the mayor and council of New Iberia each to serve until September 18, 1984; the successors to the three commissioners whose terms expire on November 12, 1980 and on November 12, 1981 shall be appointed by the governing authority of the Parish of Iberia each to serve until September 18, 1984. Upon the expiration of their respective terms of office, their successors shall be appointed by the respective governing authorities for terms of six years each. The successors to the three commissioners who are to be appointed by the governing authority of Iberia Parish shall be appointed one from each of the three divisions of the district, such divisions shall be created and established by the governing authority of Iberia Parish in such manner as to provide for approximately the same population in each such division. Each vacancy shall be filled by appointment by the authority which appointed the commissioner. Any commissioner may be removed by the appointing authority, but only for cause and on charges preferred against him in writing and after public hearing and proof of the sufficiency of the charges; provided, that any commissioner so removed shall have the right to test in the courts the sufficiency of the charges and of the evidence tendered in support thereof.

The commissioners shall serve without compensation and shall have the power to organize and reorganize legal, executive, engineering, clerical, and other departments and forces of the board and to fix the duties, powers, and compensation of all officers, agents, and employees of the said board.

244. Officers of board; meetings; agents and employees

The board shall elect from among its own members a president, vice president, a secretary and treasurer, whose duties shall be those usual to such offices. At the option of the board, the offices of secretary and treasurer may be held by one person. The board shall meet in regular session once each month and shall also meet in special session as often as the president of the board shall convene them or on written request of four members; four members of the board shall constitute a quorum. The board shall prescribe rules to govern its meetings, shall maintain suitable offices in the district, and may contract with and employ attorneys, clerks, engineers, deputy commissioners, superintendents, stevedores, and other agents and employees and shall fix their compensation and term of employment.

Section 2. Section 1601 of Title 34 of the Louisiana Revised Statutes of 1950 is hereby amended and reenacted to read as follows:

1601. Creation and Territorial Limits (Twin Parish Port District)

The Twin Parish Port District, (previously known as the "Delcambre Port Commission") hereinafter referred to as the district, is hereby created as a political subdivision of the state of Louisiana, and its territorial limits are hereby fixed as follows:

Iberia Parish: Beginning at a point on the boundary line between St. Martin Parish and Iberia Parish, at the point where the centerline of La. 182 intersects said boundary line, thence southeasterly along the centerline of La. 182 to its intersection with the centerline of La. 88; thence southwesterly along the centerline of La. 88 to its intersection with the range line between R5E and R6E, and thence southerly along said range line to its intersection with Parish Road 508; thence westerly along said Parish Road 508 to its intersection with the centerline of U.S. Highway 90; thence southeasterly along the centerline of U.S. 90 to its intersection with La. 3013; thence southwesterly to a point 1000 feet from the western right-of-way line of U.S. Highway 90; thence southeasterly parallel to and 1000 feet from U.S. Highway 90 to the southwestern right-of-way line of U.S. Highway 90, to the section line between Sections 20 and 21 T12S, R6E, Southwestern Land District; thence southerly between Sections 20 and 21, and between Sections 29 and 28, to the north line of Section 87, T12S, R6E; thence in a straight line to the corner common to Sections 16, 19, and 20, in T13S, R6E; thence continuing south between Section 19 and 20, 37 and 38, 45 and 44, to the corner common to Sections 44, 45, 48, and 49, in T13S, R6E; thence westerly between Sections 45 and 48 to the corner common to Sections 45, 46, 47, and 48, in T13S, R6E, thence south between Sections 47 and 48, T13S, R6E, and continuing south between Sections 5 and 6, 8 and 7 to the northern shore of Vermilion Bay; thence generally easterly and southerly along the northern and eastern shoreline of Vermilion Bay to the boundary line between Iberia and St. Mary Parishes; thence following said boundary line to and through East Cote Blanche Bay, West Cote Blanche Bay and thence southerly along said boundary line to the lower limits of Iberia Parish in the Gulf of Mexico; thence generally westerly following the southern limits of Iberia Parish to its intersection with the boundary line between Iberia Parish and Vermilion Parish; thence continuing westerly along the southern limits of Vermilion Parish; thence continuing westerly along the southern limits of Vermilion Parish to a point due south

of the most westerly western line of the Paul Rainey Wildlife Game Refuge; thence north to the shoreline of the Gulf of Mexico; thence easterly following said shoreline of the Gulf of Mexico to Southwest Pass; thence following the western shoreline of Southwest Pass and Vermilion Bay around to the boundary line between Vermilion Parish and Iberia Parish; thence following the boundary line between Iberia Parish and Vermilion Parish in a generally northerly direction to and around Lake Peigneur and continuing northerly along said line and the line between Iberia and Lafayette Parishes to the point common to Iberia, Lafayette and St. Martin Parishes; thence easterly along the boundary line between Iberia and St. Martin Parishes to the point of beginning, to the intersection of La. 182.

Vermilion Parish: Wards one and all of Ward 2 less and except that portion of Ward 2 lying West of the following described line, beginning at a point on the common boundary line of Wards 2 and 3 formed by the intersection of the centerline of Youngs Coulee and the West line of Fractional Section 8, T13S - R4E, thence in a Southerly direction through T13S - R4E, along the West lines of Fractional Section 17, Section 20, Section 29, and Section 32 to the North Line of T14S - R4E, thence continuing Southerly through T14S - R4E, along the West lines of Sections 5, 8, 17, 20, 29 and 32 to the North Line of T15S - R4E, thence continuing through T15S - R4E, in a Southerly direction along the West line of Section 6 and 7 to the Vermilion Bay Shoreline, thence in a Southeasterly direction through Vermilion Bay to a point located on the common boundary line between Vermilion Parish Wards 2 and 7 whose geographic position is 29 42'30" North Latitude, 92 5'00" West Longitude.

Section 3. If any provision or item of this Act or the application thereof is held invalid, such invalidity shall not affect other provision, items, or applications of this Act which can be given effect without the invalid provisions, items, or applications, and to this end the provisions of this Act are hereby repealed.

1602. Board of commissioners; members; vacancy; composition; officers agents and employees

A. A board of commissioners hereinafter referred to as the board, is hereby created, which shall be the governing authority of said district. It shall consist of eleven members, who shall be citizens of the United States and qualified voters within the limits of said district during their term of office. The members of the board shall serve overlapping terms of five years each. On or after October 1, 1977, the members shall be appointed in the following manner:

(2) Two members shall be appointed by the governing authority of Iberia Parish from ward one of said parish and the initial terms of the members so appointed shall be for three years each;
(3) Two members shall be appointed by the governing authority of Vermilion Parish, one of whom shall be appointed from ward one of said parish and one of whom shall be appointed from ward two of said parish, and the initial terms of those members so appointed shall be for two years each;
(4) In addition to the above members, the governing authority of Vermilion Parish shall appoint one member from either ward one or ward two of said parish, who shall serve an initial term of two years: and,
(5) In addition to the above members, the town of Erath shall appoint three members who shall serve initial terms of one year each.

Thereafter the successors to each of the members shall serve terms of five years each. All board members shall serve without compensation.

B. Any vacancy occurring during a term shall be filled by appointment for the remainder of the unexpired term by the authority that made the original appointment.

C. The board shall elect from among its own members a president, a vice president, a secretary and a treasurer, whose respective duties shall be prescribed by the board. At the option of the board the office of the secretary and treasurer may be held by one person. The board shall meet in a regular session once each month, and shall also meet in special session at the call of the president of the board, or on the written request of five members of the board. A majority of the members of the board shall constitute a quorum and all action or resolutions of the board must be approved by the affirmative vote of not less than a majority of the voting members of the board, and the president of the board shall vote only when necessary to break a tie vote. The board shall prescribe rules to govern its meetings and shall fix the place at which meetings shall be held.

D. The board may authorize a reasonable travel allowance for its members in the performance of their official duties, and it may employ such officers, agents and employees as it may find necessary in the performance of its duties, and may prescribe the duties, powers and compensation of such officers, agents and employees.

1603. Rights and powers of board

The board may, upon such terms as it may agree upon, contract for legal, financial, engineering and other professional services necessary or expedient in the conduct of its affairs, and it may, upon terms and conditions mutually agreeable, utilize the services of the other executive departments of the state.

The district shall regulate the commerce and traffic within such port area in such manner as may, in its judgment, be for the

best interest of the state. It shall have charge of and administer public wharves, docks, sheds and landings, and shall be empowered to construct or acquire and equip wharves and landings and other structures useful for the commerce of the port area and to provide mechanical facilities therefor; to construct slips and inlets and wharves for the facilitation of agricultural commodities including, but not limited to slips and inlets and wharves for the transportation of agricultural commodities and the facilitation of handling facilities; to construct inlets, slips, wharves and all other structures for the facilitation and handling and sale of all natural resources, including but not limited to all forms of seafood; to erect sheds or other structures on such wharves and landings; to maintain proper depths of water at all such wharves and landings; to provide light, water, police protection and other services for its facilities as it may deem advisable; to construct or acquire, maintain and operate basins, locks, canals, warehouses and elevators; to charge for the use of all facilities administered by it and for all services rendered by it, such fees, rates, tariffs, or other charges as it may establish; to establish harbor lines within the port area by agreement with the Corps of Engineers; and to construct, own, operate and maintain terminal rail facilities and other common carrier rail facilities for the purpose of rendering rail transportation to and from the facilities to be erected, owned and operated by the district in both intrastate and interstate commerce; and to construct recreational facilities to accommodate existing and future industry. The legislature shall not impair any contract lawfully entered into by the district. Title to all property and improvements thereon operated by the district shall vest in the Twin Parish Port District.

The district may charge a reasonable fee to each vessel arriving in the port area in ballast or carrying cargo of any kind. It may also charge for each copy of any certificate issued by it or by any of its officers or employees for inspecting hatches, surveying cargo, or making other surveys or inspections of vessels in the port area, but shall furnish, without charge to the master of each such vessel one copy of all surveys upon his vessel or cargo.

The district shall have authority to make and enter into contracts, leases and other agreements with railroads, trucking companies, barge lines and with any and all companies interested in the transportation, storage and shipping of goods and other products, whether by rail, truck line, ocean going vessels or otherwise for the use of facilities administered by the district or any part or portion thereof, for a period of time not exceeding forty years. No exclusive franchise, however, shall be granted to any carrier.

The district is further authorized to receive, by gift, grant, donation or otherwise any sum of money, aid or assistance

from the United States, the state of Louisiana, or any political subdivision thereof.

1604. Authority to levy and collect taxes; Issuance of bonds

A. The district, when authorized to do so by a vote of a majority of the electors residing in the port area qualified to vote and voting at an election for such purpose in accordance with law, may levy annually on all property situated within the port area subject to taxation an ad valorem tax not to exceed ten mills on the dollar. The district, upon its own initiative, may call a special election and submit to the qualified electors of the port area the question of authorizing the levy of such a tax. The district shall call such a special election when requested to do so by petition in writing signed by one-fourth of the qualified electors eligible to vote at such election. These special taxes shall be levied, assessed, and collected on the property within the port area under the same methods, terms, and conditions and at the same time as parish and district taxes are levied, assessed, and collected. These taxes shall be secured by the same liens upon the property subject to taxation within the port areas taxes for parish and district purposes. The property subject to any taxes within said port area shall be sold for failure to pay the same in the manner as property is sold for delinquent parish and district taxes under the laws of the state.

B. The provisions of the constitution and all laws regulating the collection of taxes, the creating of tax liens and mortgages, and tax penalties and tax sales shall also apply to the collection of all taxes authorized by this Section. The sheriffs and ex officio tax collectors for the parishes of Iberia and Vermilion, respectively, shall make a monthly settlement with the treasurer of the district and receive from him a receipt for the amount of taxes paid over in the manner tax collectors are required by law to make settlements for parish taxes. The tax collector shall receive from the treasurer the same quietus for a full settlement of taxes due and exigible in any given year and account for the delinquents or deductions in the same manner as though accounting to the parish. Upon the failure of the tax collector to comply with the provisions of this Section, the district shall proceed against him and the sureties on his official bond for the collection of whatever money is owing to the district for such special taxes.

C. With the approval of the State Bond Commission, the district may incur debts for its lawful purposes, and issue in its name, negotiable bonds or notes therefor, and pledge for the payment of the principal and interest of such negotiable bonds or notes the revenues derived from the operation of properties and facilities maintained and operated by it or received by the

district from any taxes authorized under this Section or from other sources; however, the amount of such bonds or notes outstanding at any one time shall not exceed five million dollars. Such bonds, when authorized to be issued, shall constitute a general obligation of the district, to which the full faith and credit of the district shall be and is hereby pledged. In addition to the pledge of revenues to secure said bonds and notes, the district may further secure their payment by conventional mortgage upon any or all of the properties constructed, or acquired or or be constructed and acquired by it. The district also may receive, by gift, grant, donation, or otherwise, any sum of money, aid or assistance from the United States, the state of Louisiana, or any political subdivision thereof, and unless otherwise provided by the terms of such gift, grant, or donation, in its discretion, may pledge all or any part of such monies for the further securing of the payment of the principal and interest of its bonds or notes.

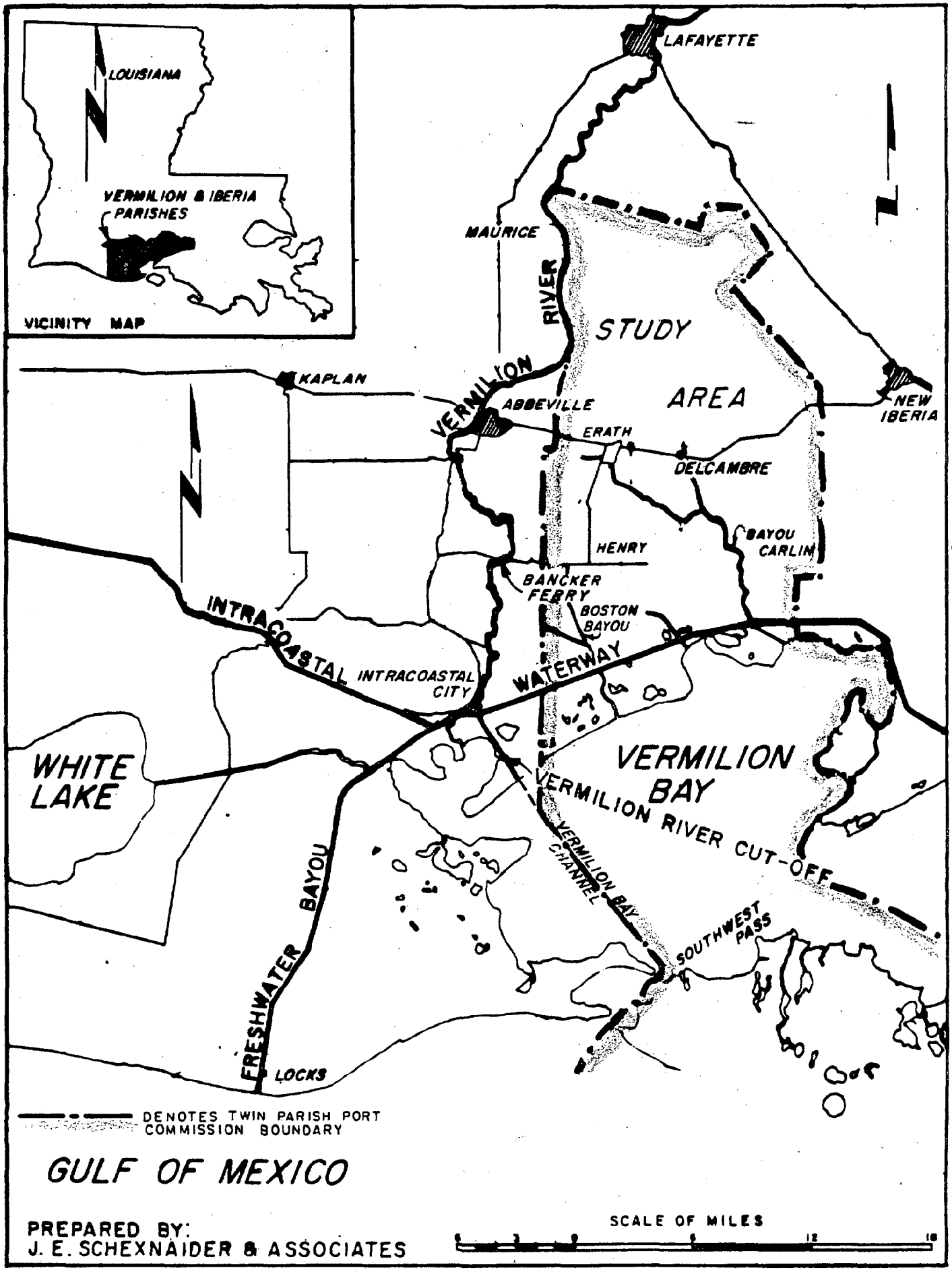
D. For the purpose of acquiring lands for the uses of the district and to provide funds for the making and construction of the public works, facilities and improvements, the board is authorized to issue revenue bonds in the manner and subject to the terms and conditions of Subpart C, Part I, Chapter 10, Title 33 of the Louisiana Revised Statutes of 1950, as well as Subpart B, Part I, Chapter 10, Title 33. The board is also authorized to incur debt and issue tax secured bonds for the above purposes in the manner and subject to the terms and conditions of Subpart A, Part III, Chapter 4, Title 39.

E. The provisions of the Section shall not be deemed to supersede the requirements of R.S. 39:501 to 39:514. Notwithstanding any provision of this Chapter to the contrary the provisions of R.S. 39:1421 to 39:1426 shall be applicable to the Delcambre Port Commission.

F. Nothing in this Section shall be construed to supersede or repeal any provisions of Act 689 of the 1976 Regular Session.

1605. Right to expropriate

The Twin Parish Port District may acquire by expropriation in accordance with the expropriation law of the state of Louisiana any wharves, landings or any other properties necessary for the benefit and advantage of the commerce of the said commission.
See next page for map of district boundaries.


LOUISIANA
VERMILION & IBERIA PARISHES
VICINITY MAP
LAFAYETTE
MAURICE
VERMILION RIVER
STUDY AREA
KAPLAN
ABBEVILLE
ERATH
DELCAMBRE
NEW IBERIA
HENRY
BAYOU CARLIN
BANCKER FERRY
BOSTON BAYOU
INTRACOASTAL WATERWAY
INTRACOASTAL CITY
WHITE LAKE
VERMILION BAY
VERMILION RIVER CUT-OFF
VERMILION BAY CHANNEL
SOUTHWEST PASS
FRESHWATER BAYOU
LOCKS
DENOTES TWIN PARISH PORT COMMISSION BOUNDARY
GULF OF MEXICO
PREPARED BY:
J. E. SCHEXNAIDER & ASSOCIATES
SCALE OF MILES
0
6
12
18

HISTORICAL AND CULTURAL BACKGROUND

The purpose of this section is to provide an overview of the historical and cultural background of Iberia Parish, Vermilion Parish and the Town of Delcambre.

HISTORY OF IBERIA PARISH

The original inhabitants of the region now known as Iberia Parish were the Attakapas Indians. Traces of the Attakapas are still visible. On Weeks Island is an Indian "midden" in the shape of an alligator where the dead are buried. The Town of Loreauville has remains of an Indian village and Avery Island has been excavated to reveal Indian life existing there thousands of years ago.

By 1723, the French had divided Louisiana into seven districts, with the Attakapas area within the Orleans District. The lure of the New World proved to be a strong influence on France, who sent groups of explorers and colonizers to establish settlements in Louisiana.

What is now known as Iberia Parish is one of the oldest settlements in the State of Louisiana. The first attempt at settlement was made by the French in 1765. Closely following the French was a group of exiled Acadians from Nova Scotia, numbering some 230. They arrived destitute in New Orleans on February 8, 1765, having come by way of Santo Domingo. These Acadians were the nucleus of a colony within the French settlement. These courageous Frenchmen and Acadians left a long line of descendants whose names are still recognizable in Iberia Parish and many still speak French fluently.

Early Spanish settlers also left their influence on Iberia Parish. When Louisiana was transferred from France to Spain, the government made plans to develop the natural resources of this rich country and sent out an expedition in 1769 through the Attakapas region to obtain an oath of loyalty from the inhabitants, take a census and gather information concerning the land and its inhabitants.

In 1776, a report was sent to the King of Spain requesting that efforts be made to colonize certain choice portions. The Attakapas area was listed as one of the choice areas.

The French and Acadians had succeeded in establishing homes along the northern part of the Bayou Teche. The land was fertile with many streams and the climate was good making the area desirable for future development and habitation. As a result of the report, about five hundred men, women and children were settled in the area during the year 1778. Some of these colonists were from Spain, but most were Frenchmen recruited from New Orleans. The French influence was more prominent; however, typical Spanish names are still found in the area.

On October 30, 1868, the Parish of Iberia was formed by taking a part of St. Martin Parish and a part of St. Mary Parish. This made a total of five parishes out of the former Attakapas area. Iberia Parish was created at the first session of the Louisiana State Legislature after the Civil War.

Iberia Parish, which may be defined as a coastal parish, is bounded on the north by St. Martin Parish, east by Assumption Parish, south by St. Martin Parish and Cote Blanche Bay and west by Vermilion Parish.

HISTORY OF VERMILION PARISH

The primary frontiersmen of the area now known as Vermilion Parish were exiled Acadians of Nova Scotia and settlers from France. Sparsely scattered Spanish settlers were also in the area at this time. They made their homes in this naturally abundant area as early as 1757. The Acadians found happiness here, after suffering persecution at the hands of the English. The Acadians and the native French settlers spoke the same language and had Roman Catholicism as their religion.

The pioneers completely depended upon the land for their existence. Initially they were fishermen and trappers. Progressively they began to establish homes;

agriculture and ranching began to develop. They built their dwellings of logs which they felled. These early homes were built on a slight ridge bordering the prairie to protect against flood waters and to enable the owner to oversee livestock. The people were hard working, industrious individuals determined to begin a life for themselves from nothing but the natural elements around them.

Before Vermilion was incorporated as a parish of Louisiana, it was part of Lafayette Parish. The City of Lafayette was originally known as Vermilionville. In the year 1844, the legislature incorporated the Parish of Vermilion, as it is now known. It was a beautiful and fertile region; a vast expanse of prairie, interspersed with moss-covered woodlands flourished. Bayous and smaller waterways called "coulees" wound their way to the Gulf of Mexico, which formed the southern boundary of the Parish. On the eastern border of the Parish was Lake Peigneur and on the west Lake Arthur. Near the middle was Vermilion River, which divided the parish into two sections. This waterway, generally referred to as the bayou, was navigable to steamboats and schooners at all times. It furnished the chief means of transportation before railroads came to the area. Many coulees and bayous ran in various directions to furnish good drainage for the Parish. These were given colorful names such as Bayou Tigre, Bayou Isle de Canne and Coulee de Noix. The northern part of the Parish bordered Lafayette Parish.

The climate in Vermilion Parish was usually agreeable. The winters were mild with an average temperature of 53 degrees. Summer heat was seldom severe because of the cooling breezes of the Gulf. Comparably mild winters and summers were a great advantage to the early settlers, who dealt with the elements daily. During the spring and fall wild flowers grew in abundance. In the coastal marshes, yellow, rust and purple irises, white honeysuckle, buttercups, primrose, cherokee roses and wild violets were found along the edges of the woods and in the prairies. There was an average annual rainfall of 54 inches, which assured the farmer of

sufficient moisture to grow large quantities of rice. Vermilion Parish's rich natural resources were a great advantage to its early citizens, as well as to the inhabitants of today.

HISTORY OF DELCAMBRE

Twelve miles from New Iberia (the parish seat of Iberia Parish) is the Town of Delcambre. It is one of the oldest towns in the Parish and is divided by the Iberia/Vermilion Parish line. The King of Spain, about the year 1790, made three grants of land in this general area: the Jefferson Island area, the northern area of the Delcambre Community and the area which is presently the Town of Delcambre. These lands were then settled by Spanish families: Trahan, Nunez, Sonnier, Miguez, Gutierrez and Romero. The Spanish influence is also recognizable in the preparation of certain foods.

Two additional land grants of significance were made to Charles and Louis Delcambre, two brothers from Belgium. The Acadians, exiled from Nova Scotia, were welcomed by the Delcambre brothers and settled the land in exchange for homesteads. Such French names as LeBlanc, Broussard, Guidry, Landry, Fontenot, Hebert, LeMaire, Boudreaux, Thibodeaux and others are still in evidence in the Delcambre area. The French culture, customs and language still continues today.

In 1897, Desire Delcambre donated the land on which the Catholic church and cemetery are located, and it is believed that the Town was named after him. In 1900, the name of the post office was changed to Delcambre Post Office in honor of Desire Delcambre. The name of the railroad station was also changed to Delcambre in 1903. Delcambre was incorporated as a village on November 27, 1907. In 1910, a bank was built and a water system installed, and in 1938, a city hall and a new water works plant were constructed.

On June 3, 1946, the Village of Delcambre was re-classified as the Town of

Delcambre. The Town of Delcambre is governed by a mayor and a board of five aldermen elected by the people.

Farmers, cattlemen, and men who make their living on crew boats and oil rigs, which serve the oil industry in the gulf, also reside in Delcambre. However, the shrimping industry is the main occupation of the residents and shrimp is the most valuable resource. Delcambre is referred to as "the shrimp capital of Louisiana". The main attraction of the year in Delcambre is the Annual Shrimp Festival and Fair, usually held the third weekend of August.

INVENTORY OF DEMOGRAPHIC AND ECONOMIC FACTORS

This section of the study will provide an inventory and analysis of the demographic and economic factors prevalent in the study areas.

DEMOGRAPHIC FACTORS

The demographic factors that will be taken into consideration are past population trends, the current and/or most recent population statistics pertaining to density, distribution, and age components, and projected population figures for the future. This analysis will provide a general overview of the past, present, and future population elements.

One clarifying statement should be made regarding the 1980 Census figures used herein. Although the 1980 Census figures were released as final, the following statement was included in the advance report: "The 1980 figures in this publication are subject to change pending the outcome of the various lawsuits dealing with the census counts."

Population Trends

Since 1900, the national population has increased approximately 13.0 percent per decade. During this same period, Louisiana's population has increased an average of 15.0 percent per decade and is, therefore, somewhat higher than the national average. Table 1 shows the State's population by decade since 1900 along with the percentage change.

The average population growth for Iberia Parish for the decades of 1900-1980 was 11.2 percent which is lower than the national trend (13.0 percent) and the state trend (15.0 percent). The only decline in population in Iberia Parish occurred during the decade between 1910 and 1920 and amounted to 14.1 percent.

TABLE 1
POPULATION TRENDS
STATE OF LOUISIANA
1900 - 1980

Year	Population	Percentage Change
1900	1,381,625	
1910	1,656,388	+19.9%
1920	1,798,509	+ 8.6%
1930	2,101,593	+16.9%
1940	2,363,880	+12.5%
1950	2,683,516	+13.5%
1960	3,257,022	+21.4%
1970	3,644,637	+11.9%
1980	4,203,972	+15.3%
Average		+15.0%

SOURCES: James Calhoun, ed., Louisiana Almanac, 1979-1980. Gretna, Louisiana: 1979.

U.S. Bureau of the Census, 1980 Census of Population and Housing - Louisiana (Advance Report). Washington, D.C.: March, 1981.

The population showed the greatest increase percentage-wise (31.9 percent) during the period between 1930 and 1940. The population trends in Iberia Parish are illustrated in Table 2.

Population growth in Vermilion Parish has also been steady. Table 3 shows the statistics of this increase which has been equal to 11.7 percent per decade for the years 1900-1980, or slightly less than the national and state trends. Only the years between 1940 and 1950 show a temporary decline. The population increased the most by percentage (27.5 percent) between 1900 and 1910; this was closely followed by a 27.2 percent increase between 1920 and 1930.

In addition to the overall growth statistics of both parishes, the Town of Delcambre experienced phenomenal growth periods during the 1910-1980 decades; Delcambre had no recorded habitation prior to 1910. The average increase per decade was 35.2 percent. The highest increase by percent occurred from 1930 to 1940 with 96.1 percent and the lowest increase was 6.4 percent between 1960 and 1970. The population trends are presented in Table 4.

As can be seen from all of the tables presented on population trends, each of the three study areas has exhibited very consistent increases in population since the early 1900's.

Existing Population Characteristics

This section will provide an analysis of the characteristics of the population in Iberia Parish, Vermilion Parish, and Delcambre. Since the 1980 census figures on characteristics of the population and characteristics of the housing units have not yet been released, the figures released by the 1970 census will have to be utilized.

TABLE 2
POPULATION TRENDS
IBERIA PARISH, LOUISIANA
1900 - 1980

Year	Population	Percentage Change
1900	29,015	
1910	31,262	+ 7.7%
1920	26,855	-14.1%
1930	28,192	+ 5.0%
1940	37,183	+31.9%
1950	40,059	+ 7.7%
1960	51,657	+29.0%
1970	57,397	+11.1%
1980	63,752	+11.1%
Average		+11.2%

SOURCES: James Calhoun, ed., Louisiana Almanac, 1979 - 1980. Gretna, Louisiana: 1979.

U.S. Bureau of the Census, 1980 Census of Population and Housing - Louisiana (Advance Report). Washington, D.C.: March, 1981.

TABLE 3
POPULATION TRENDS
VERMILION PARISH, LOUISIANA
1900 - 1980

Year	Population	Percentage Change
1900	20,705	
1910	26,390	+27.5%
1920	26,482	+ 0.4%
1930	33,684	+27.2%
1940	37,750	+12.1%
1950	36,929	- 2.2%
1960	38,855	+ 5.2%
1970	43,071	+10.9%
1980	48,458	+12.5%
Average		+11.7%

SOURCES: James Calhoun, ed., Louisiana Almanac, 1979-1980. Gretna, Louisiana: 1979.

U.S. Bureau of the Census, 1980 Census of Population and Housing - Louisiana (Advance Report). Washington, D.C.: March, 1981.

TABLE 4
POPULATION TRENDS
DELCAMBRE, LOUISIANA
1910 - 1980

Year	Population	Percentage Change
1910	308	
1920	443	+43.8%
1930	640	+44.5%
1940	1,255	+96.1%
1950	1,463	+16.6%
1960	1,857	+26.9%
1970	1,975	+ 6.4%
1980	2,216	+12.2%
Average		+35.2%

SOURCES: James Calhoun, ed., Louisiana Almanac, 1979 - 1980. Gretna, Louisiana: 1979.

U.S. Bureau of the Census, 1980 Census of Population and Housing - Louisiana (Advance Report). Washington, D.C.: March, 1981.

Racial Distribution

Of the 63,752 persons in Iberia Parish in 1980, 45,770 (71.8 percent) were white, 17,640 (27.7 percent) were black, and 342 (0.5 percent) were identified as other; the other category includes American Indian, Eskimo, Aleut, Asian and Pacific Islander, and any other race not included on the census questionnaire.

In 1980, the population of Vermilion Parish was 48,458 persons of which 41,720 (86.1 percent) were white, 6,425 (13.3 percent) were black and 313 (0.6 percent) were other.

The Town of Delcambre had 2,216 persons in 1980; the racial distribution was 1,893 white (85.4 percent), 298 black (13.5 percent), and 25 other (1.1 percent).

Age and Sex Distribution

Table 5 illustrates the composition of the population in Iberia Parish according to age and sex in 1970. In that year the total population consisted of 27,873 males (48.6 percent) and 29,524 females (51.4 percent).

Table 5 also illustrates the age groupings of the 1970 population. The age groupings are shown by ten-year classifications with the exception of those categorized as under five years and those categorized as sixty-five and over. As can be seen in that table, the highest ten-year category involves those between the ages of 5-14. That age group in 1970 is now the major childbearing element in Iberia Parish; if the economic situation can employ and retain these persons, the population could continue to further increase. In 1970, there were 32,459 persons or 56.6 percent of the total population in the age range of 15-64 years which can be generally considered as the independent or active working group.

According to the 1970 census information, the overall median age in Iberia Parish was 23.4 years which was somewhat lower than that of the State (24.8 years).

TABLE 5
POPULATION BY AGE AND SEX
IBERIA PARISH, LOUISIANA
1970

AGE GROUP	MALE		FEMALE		TOTAL	
	No.	%	No.	%	No.	%
Under 5 years	3,159	11.3	3,078	10.4	6,237	10.9
5-14	7,276	26.1	7,026	23.8	14,302	24.9
15-24	4,481	16.1	4,907	16.6	9,388	16.3
25-34	3,195	11.5	3,524	11.9	6,719	11.7
35-44	2,998	10.8	3,185	10.8	6,183	10.8
45-54	2,744	9.8	2,915	9.9	5,659	9.9
55-64	2,193	7.9	2,317	7.9	4,510	7.8
65 and over	1,827	6.5	2,572	8.7	4,399	7.7
T O T A L	27,873	100.0	29,524	100.0	57,397	100.0

SOURCE: U.S. Bureau of the Census, 1970 Census of Population, General Population Characteristics - Louisiana. Washington, D.C.: August, 1971.

The population by age and sex in Vermilion Parish in 1970 is shown in Table 6. In 1970 the total population was comprised of 20,931 males (48.6 percent) and 22,140 females (51.4 percent).

The age groupings that existed in 1970 in Vermilion Parish are also shown in Table 6. Like Iberia Parish, the largest ten-year age category involved persons between the ages of 5 and 14. The percentage of the working group (ages 15-64) in Vermilion Parish in 1970 was 57.3 percent which was slighly higher than the corresponding percentage in Iberia Parish. The percentage of persons aged 65 and over is also higher in Vermilion Parish than in Iberia Parish.

The median age in Vermilion Parish in 1970 was 27.0 years which was higher than that of both the State and Iberia Parish.

In the Town of Delcambre, the population was comprised of 917 males (46.4 percent) and 1,058 females (53.6 percent) in 1970. These figures are shown in Table 7.

As in the two parishes already reviewed, the largest ten-year category involved those persons in the age category of 5-14. The working age group involved 1,169 persons or 59.2 percent of the total population in 1970; this percentage was higher than in either Iberia or Vermilion Parish.

The median age in the Town of Delcambre in 1970 was 25.0 years which was only slightly higher than that of the State.

Educational Attainments

The 1970 Census also provided information on the educational attainments of the persons 25 years old and over in each parish. This information is presented in Table 8 for Iberia Parish and in Table 9 for Vermilion Parish. The Census does not provide detailed characteristics for educational attainments in towns or

TABLE 6
POPULATION BY AGE AND SEX
VERMILION PARISH, LOUISIANA
1970

AGE GROUP	MALE		FEMALE		TOTAL	
	No.	%	No.	%	No.	%
Under 5 years	2,046	9.8	2,057	9.3	4,103	9.5
5-14	4,938	23.6	4,939	22.3	9,877	22.9
15-24	3,279	15.7	3,348	15.1	6,627	15.4
25-34	2,229	10.7	2,339	10.6	4,568	10.6
35-44	2,283	10.9	2,406	10.9	4,689	10.9
45-54	2,247	10.7	2,399	10.8	4,646	10.8
55-64	1,973	9.4	2,185	9.9	4,158	9.7
65 and over	1,936	9.2	2,467	11.1	4,403	10.2
T O T A L	20,931	100.0	22,140	100.0	43,071	100.0

SOURCE: U.S. Bureau of the Census, 1970 Census of Population, General Population Characteristics - Louisiana. Washington, D.C.: August, 1971.

TABLE 7
POPULATION BY AGE AND SEX
DELCAMBRE, LOUISIANA
1970

AGE GROUP	MALE		FEMALE		TOTAL	
	No.	%	No.	%	No.	%
Under 5 years	108	11.8	102	9.6	210	10.6
5-14	181	19.7	239	22.6	420	21.3
15-24	172	18.8	186	17.6	358	18.1
25-34	101	11.0	96	9.1	197	10.0
35-44	99	10.8	112	10.6	211	10.7
45-54	95	10.4	103	9.7	198	10.0
55-64	101	11.0	104	9.8	205	10.4
65 and over	60	6.5	116	11.0	176	8.9
T O T A L	917	100.0	1,058	100.0	1,975	100.0

SOURCE: U.S. Bureau of the Census, First Count Summary Tape, 1970, as prepared by Louisiana Tech. Ruston, Louisiana.

TABLE 8
EDUCATIONAL ATTAINMENTS OF PERSONS
25 YEARS OLD AND OVER
IBERIA PARISH, LOUISIANA
1970

SCHOOL YEARS COMPLETED	MALE		FEMALE		TOTAL	
	No.	%	No.	%	No.	%
No school years	1,118	8.7	1,149	8.0	2,267	8.3
Elementary						
1-4 years	1,961	15.2	1,694	11.7	3,655	13.4
5-7 years	2,381	18.4	2,801	19.4	5,182	18.9
8 years	946	7.3	1,046	7.2	1,992	7.3
High School						
1-3 years	2,098	16.2	2,920	20.2	5,018	18.3
4 years	2,714	21.0	3,342	23.2	6,056	22.1
College						
1-3 years	782	6.0	838	5.8	1,620	5.9
4 years or more	929	7.2	649	4.5	1,578	5.8
Total	12,929	100.0	14,439	100.0	27,368	100.0
Median School Years Completed	9.1		9.5		9.3	
Percentage of high school graduates	34.2		33.4		33.8	

SOURCE: U.S. Bureau of the Census, 1970 Census of Population, General Social and Economic Characteristics - Louisiana. Washington, D.C.: February, 1972.

TABLE 9
EDUCATIONAL ATTAINMENTS OF PERSONS
25 YEARS OLD AND OVER
VERMILION PARISH, LOUISIANA
1970

SCHOOL YEARS COMPLETED	MALE No.	MALE %	FEMALE No.	FEMALE %	TOTAL No.	TOTAL %
No school years	1,292	12.1	1,499	12.7	2,791	12.4
Elementary						
1-4 years	1,523	14.3	1,356	11.5	2,879	12.8
5-7 years	2,299	21.6	2,651	22.5	4,950	22.1
8 years	908	8.5	978	8.3	1,886	8.4
High School						
1-3 years	1,633	15.3	2,113	18.0	3,746	16.7
4 years	1,940	18.2	2,229	18.9	4,169	18.6
College						
1-3 years	473	4.4	565	4.8	1,038	4.6
4 years or more	591	5.6	384	3.3	975	4.4
Total	10,659	100.0	11,775	100.0	22,434	100.0
Median school years completed	8.2		8.4		8.3	
Percentage of high school graduates	28.2		27.0		27.6	

SOURCE: U.S. Bureau of the Census, 1970 Census of Population, General Social and Economic Characteristics - Louisiana. Washington, D.C.: February, 1972.

places having a population of less than 2,500 persons. Therefore, these specifics cannot be presented for the Town of Delcambre.

Based on a sample of 12,929 males and 14,339 females in Iberia Parish, an overall educational background was determined in 1970; these figures are given in Table 8. The largest number of persons fell in the category of completing four years of high school. This is very good considering that category involves only one year as compared to the second highest category of persons who had completed five to seven years of school (involving three years). Of those persons surveyed, 33.8 percent were high school graduates. The median school years completed was 9.3 years which was lower than the State average of 10.8 years.

Table 9 provides figures on educational attainments according to the 1970 Census for Vermilion Parish. Table 9 was based on a survey of 22,434 persons twenty-five years old and older. The largest category of persons were those who had completed five to seven years of school. The median school years completed was 8.3 years and 27.6 percent of the persons were high school graduates; these figures were lower than both those of Iberia Parish and the State.

Residential Density and Distribution

Residential density is determined by the number of persons per unit of measure; in this report an acre will be used as the unit of measure. The overall residential density in Iberia Parish is 5.8 persons per residential acre which was derived by dividing the 1980 population (63,752) by the total number of 1977 developed residential acres (11,010). (The 1977 residential acreage count is general as it does not include each residence but only involves residential clusters; as it is so general, it is felt that it can be used for comparative purposes with the 1980 population counts.) Using the same methodology, a 1980 population

count of 48,458 and a 1977 residential acreage count of 8,149, the residential density of Vermilion Parish is 5.9 persons. The population density cannot be calculated for Delcambre as the number of residential acreages in that Town has not been determined.

The population distribution is based on occupied housing units, as defined by the Census, rather than total housing units. Since the 1980 Census figures released on housing do not differentiate between occupied and vacant housing units, 1970 Census data must be utilized. According to the 1970 Census, there were 15,613 occupied housing units in Iberia Parish; when the 1970 population is divided by this number, an average of 3.7 persons per occupied housing unit is derived. In Vermilion Parish, the 1970 occupied housing unit count was 12,752; therefore, the population distribution was 3.4 persons. There were 583 occupied housing units in Delcambre in 1970 which results in a population distribution of 3.4 persons.

Population Projections

The purpose of this section is to provide some population projections for the three areas being studied. For the purposes of this report, the projections are based on straight-line projections using the historical trends that have occurred in the past; that is, the average per past decades is used to project increases in the future decades.

As was presented earlier, the population in Iberia Parish has increased at the average rate of 11.2 percent per decade since 1900. Using that same percentage, the following projections are made for Iberia Parish;

1980	63,752 persons
1985	67,322 persons
1990	70,892 persons
1995	74,862 persons
2000	78,832 persons

These projections should be fairly accurate in that the Parish has been very consistent recently in following this trend as the Parish's population increased by 11.1 percent between 1960 and 1970 and again between 1970 and 1980.

The average increase per decade for population in Vermilion Parish was 11.7 percent. By applying this increase to the 1980 population and thereafter, the following projections are given for Vermilion Parish:

1980	48,458 persons
1985	51,293 persons
1990	54,128 persons
1995	57,295 persons
2000	60,461 persons

It is also felt that these projections are fairly accurate as the population increased in Vermilion Parish by an average 11.7 percent since 1960, the same average percent since 1900.

In the Town of Delcambre, the population increased by an average of 35.2 percent per decade since 1910. This percentage average may be high to use for future projections since the population increased by only 6.4 percent from 1960 to 1970 and by 12.2 percent from 1970 to 1980. Keeping that in mind, however, the following projections are made for Delcambre:

1980	2,216 persons
1985	2,606 persons
1990	2,996 persons
1995	3,524 persons
2000	4,051 persons

ECONOMIC FACTORS

The economic factors that will be taken into consideration include such items as assessed valuation, employment trends, and the economic base. The analysis of economic factors should provide an overview of the economic resources in the study areas.

Tax Assessment and Land Value

A dependable, yet conservative, indicator of economic growth is the assessed valuation of property and improvements in the area. It is from this source that funds for financing public improvements are derived. An increasing assessed valuation not only indicates a healthy growing economy, but also gives a strong tax base for public usage. For the purposes of this study, 28.0 percent of the assessed valuation is estimated to be the land value.

Table 10 presents the assessed valuation of Iberia Parish from 1965-1979; from the assessed valuation, the land value has been estimated and a percentage increase over the previous year has been calculated. As can be seen in Table 10, the assessed valuation has shown a continuous and consistent increase over the past years.

As shown in Table 11, the assessed valuation and estimated land value has also shown a steady increase since 1965.

Delcambre is within Ward 1 of Iberia Parish; the figures for the assessed valuation and estimated land value for Ward 1 are presented in Table 12. As shown in that table, the assessed valuation decreased in 1966 and in 1971. The assessed valuation also showed a tremendous increase in 1972; this occurred because of the development of the Acadiana Regional Airport which is also in Ward 1 of Iberia Parish.

Employment Status

The following terms will be used in this analysis of employment status: Civilian labor force - persons classified as either employed or unemployed, excluding members of the armed forces. Employed persons - those civilians who were at work. Unemployed persons - those civilians who were not at work but were either looking for work or were available to accept a job.

TABLE 10
ASSESSED VALUATION AND ESTIMATED LAND VALUE
IBERIA PARISH, LOUISIANA
1965 - 1979

Year	Assessed Valuation	Estimated Land Value	% Increase
1965	$ 60,442,830	$ 16,923,992	
1966	60,860,950	17,041,066	0.7
1967	61,933,200	17,341,296	1.8
1968	63,651,340	17,822,375	2.8
1969	66,456,610	18,607,851	4.4
1970	69,859,170	19,560,568	5.1
1971	71,578,010	20,041,843	2.5
1972	75,717,940	21,201,023	5.6
1973	78,761,220	22,053,142	4.0
1974	82,781,700	23,178,876	5.1
1975	86,991,560	24,357,637	5.1
1976	91,594,690	25,646,513	5.3
1977	98,938,660	27,702,825	8.0
1978	113,303,510	31,724,983	14.5
1979	120,702,784	33,796,780	6.5

SOURCE: Iberia Parish Tax Assessor's Office, New Iberia, Louisiana.

TABLE 11
ASSESSED VALUATION AND ESTIMATED LAND VALUE
VERMILION PARISH, LOUISIANA
1965 - 1979

Year	Assessed Valuation	Estimated Land Value	% Increase
1965	$ 40,798.830.	$ 11,423,672.	
1966	42,300,600.	11,844,168.	3.7
1967	45,501,200.	12,740,336.	7.6
1968	47,526,230.	13,307,344.	4.5
1969	49,059,280.	13,736,598.	3.2
1970	55,844,010.	15,636,323.	11.8
1971	58,382,300.	16,347,044.	4.5
1972	61,526,830.	17,227,512.	5.4
1973	65,216,730.	18,260,684.	6.0
1974	70,404,570.	19,713,280.	8.0
1975	76,493,710.	21,418,239.	8.6
1976	79,458,590.	22,248,405.	3.9
1977	83,844,740.	23,476,527.	5.5
1978	122,690,820.	34,353,421.	46.3
1979	132,994,390.	37,238,421.	8.4

SOURCE: Vermilion Parish Tax Assessor's Office, Abbeville, Louisiana

TABLE 12
ASSESSED VALUATION AND ESTIMATED LAND VALUE
WARD 1
IBERIA PARISH, LOUISIANA
1965 - 1969

Year	Assessed Valuation	Estimated Land Value	% Change
1965	$ 7,263,340.	$ 2,033,735.	
1966	6,753,400.	1,890,952.	- 7.1
1967	7,058,760.	1,976,453.	4.5
1968	7,126,004.	1,995,281.	1.0
1969	7,412,870.	2,075,604.	4.0
1970	8,377,200.	2,345,616.	13.0
1971	8,319,540.	2,329,471.	- 0.7
1972	13,911,040.	3,895,091.	67.2
1973	15,285,605.	4,279,969.	9.9
1974	16,345,310.	4,576,687.	6.9
1975	16,847,800.	4,717,384.	3.1
1976	18,295,914.	5,122,856.	8.6
1977	19,667,090.	5,506,785.	7.5
1978	22,972,355.	6,432,259.	16.8
1979	24,725,480.	6,923,134.	7.6

SOURCE: Iberia Parish Tax Assessor's Office, New Iberia, Louisiana.

Table 13 provides data on the employment of Iberia Parish residents during the period of 1965-1980. The figures in that table identify the number of persons in the civilian labor force and the number of those who were either employed or unemployed. Based on those figures an employment rate can be determined; the unemployment rate is the percentage of those in the civilian labor force who were unemployed. During the years of 1965 through 1980, the unemployment rate was lowest at 4.0 percent in 1967 and 1968 and was highest at 7.7 percent in 1972. Table 14 provides the same information for the first six months of 1981 and compares the unemployment rate in Iberia Parish with that of the State for the same time period. As shown in Table 14, the unemployment rate in Iberia Parish is well below that of the State.

Table 15 presents the employment status of the civilian labor force in Vermilion Parish from 1965-1980. During that period, the unemployment rate was lowest at 5.1 percent in 1980 and highest at 7.6 percent in 1972. As shown in Table 16, during the first six months of 1981 the unemployment rates of Vermilion Parish were lower than those of the State and were comparable with those in Iberia Parish.

The data on employment and unemployment is not available for the Town of Delcambre.

Economic Base

This portion of the study will examine and analyze the economic base of Iberia and Vermilion Parishes to determine in what areas the populace is employed and to determine the support that can be provided to the ports by the economic base.

TABLE 13
EMPLOYMENT STATUS
IBERIA PARISH, LOUISIANA
1965 - 1980

Year	Civilian Labor Force	Employed	Unemployed	Unemployment Rate
1965	17,225	16,525	700	4.1
1966	17,125	16,425	700	4.1
1967	17,075	16,400	675	4.0
1968	17,925	17,200	725	4.0
1969	17,875	17,100	775	4.3
1970	19,975	18,975	1,000	5.0
1971	20,925	19,725	1,225	5.9
1972	19,250	17,775	1,475	7.7
1973	20,600	19,400	1,200	5.8
1974	21,650	20,450	1,200	5.5
1975	23,150	21,925	1,225	5.3
1976	24,425	23,325	1,100	4.5
1977	25,150	24,000	1,150	4.6
1978	30,550	28,850	1,700	5.6
1979	32,350	30,525	1,825	5.6
1980	33,400	31,900	1,500	4.5

SOURCE: Louisiana Department of Labor, Office of Employment Security, Baton Rouge, Louisiana.

TABLE 14
EMPLOYMENT STATUS
IBERIA PARISH, LOUISIANA
January - June, 1981

MONTH AND YEAR	IBERIA PARISH				STATE
	Civilian Labor Force	Employed	Unemployed	Unemployment Rate	Unemployment Rate
January, 1981	33,350	31,450	1,900	5.7	7.5
February, 1981	33,250	31,525	1,725	5.2	7.2
March, 1981	32,900	31,225	1,675	5.1	7.3
April, 1981	33,000	31,725	1,725	5.3	7.3
May, 1981	32,975	31,300	1,675	5.1	7.5
June, 1981	33,500	31,575	1,925	5.8	8.7

SOURCE: Louisiana Department of Labor, Louisiana State Labor Market Information. Baton Rouge, Louisiana: February-August, 1981.

TABLE 15
EMPLOYMENT STATUS
VERMILION PARISH, LOUISIANA
1965 - 1980

Year	Civilian Labor Force	Employed	Unemployed	Unemployment Rate
1965	11,650	10,950	700	6.0
1966	11,625	11,000	625	5.4
1967	11,500	10,775	725	6.3
1968	12,300	11,700	600	4.9
1969	12,125	11,325	800	6.6
1970	14,675	13,675	1,000	6.8
1971	14,875	13,900	975	6.6
1972	13,575	12,550	1,025	7.6
1973	15,075	14,100	975	6.5
1974	16,725	15,750	975	5.8
1975	17,400	16,450	950	5.5
1976	18,200	17,250	950	5.2
1977	18,375	17,400	975	5.3
1978	20,475	19,100	1,375	6.7
1979	21,850	20,550	1,300	5.9
1980	21,925	20,800	1,125	5.1

SOURCE: Louisiana Department of Labor, Office of Employment Security, Baton Rouge, Louisiana.

TABLE 16
EMPLOYMENT STATUS
VERMILION PARISH, LOUISIANA
January - June, 1981

MONTH AND YEAR	VERMILION PARISH				STATE
	Civilian Labor Force	Employed	Unemployed	Unemployment Rate	Unemployment Rate
January, 1981	21,475	20,175	1,300	6.1	7.5
February, 1981	21,425	20,250	1,175	5.5	7.2
March, 1981	21,350	20,125	1,225	5.7	7.3
April, 1981	21,450	20,300	1,150	5.4	7.3
May, 1981	21,800	20,650	1,150	5.3	7.5
June, 1981	22,425	21,150	1,275	5.7	8.7

SOURCE: Louisiana Department of Labor, Louisiana State Labor Market Information. Baton Rouge, Louisiana: February-August, 1981.

Table 17 shows the resident employment trends by industry based on 1950 and 1970 Census data; the 1980 figures have not yet been released by the Census. In 1950 the largest number of persons in Iberia Parish were employed in the industry group of agriculture, forestry, and fisheries accounting for 21.7 percent of the total. In 1970 the largest group was that of business, personal, and professional services (25.1 percent). The second largest industry group was business, personal, and professional services in 1950 and was wholesale and retail trade in 1970. The only industry group which showed a decrease or decline from 1950 to 1970 was agriculture, forestry, and fisheries (-60.7 percent).

Table 18 shows the same information for Vermilion Parish. In 1950 the largest industry group was involved in agriculture, forestry, and fisheries (39.3 percent) followed by business, personal, and professional services (16.8 percent). In 1970 business, personal, and professional services was the largest industry group (24.9 percent) and wholesale and retail trade comprised the second largest industry group (19.3 percent). The only decline occurred in the industry group of agriculture, forestry, and fisheries (-63.1 percent).

These figures cannot be taken as conclusive as they are ten years old. In order to further analyze the economic base, those industries (fishing, energy-related, and agriculture) which will have an effect on the ports will be more closely examined.

Commercial Fishing

The fishing industry is very significant in relation to the Port of Delcambre Therefore, it is further analyzed herein.

Coastal Louisiana's resources are not found only on land or underground, but a thriving and renewable resource is the State's waters. Important recreation

TABLE 17
RESIDENT EMPLOYMENT TRENDS BY INDUSTRY
IBERIA PARISH, LOUISIANA
1950 - 1970

INDUSTRY	1950		1970		%
	No.	%	No.	%	Change
Agriculture, Forestry, Fisheries	2,771	21.7	1,090	6.3	- 60.7
Mining	1,305	10.2	2,673	15.4	+104.8
Construction	874	6.8	1,076	6.2	+ 23.1
Manufacturing	1,379	10.8	2,242	12.9	+ 62.6
Transportation, Communication, Utilities	834	6.5	1,073	6.2	+ 28.7
Wholesale and Retail Trade	2,441	19.1	3,894	22.4	+ 59.5
Finance, Insurance, Real Estate	184	1.4	486	2.8	+164.1
Business, Personal, and Professional Services	2,463	19.3	4,350	25.1	+ 76.6
Government	290	2.3	462	2.7	+ 59.3
Other	237	1.9	-0-	-	-
Total	12,778	100.0	17,346	100.0	

SOURCE: U.S. Bureau of the Census, Census of Population, General Social and Economic Characteristics - Louisiana, 1950 and 1970. Washington, D.C.

TABLE 18
RESIDENT EMPLOYMENT TRENDS BY INDUSTRY
VERMILION PARISH, LOUISIANA
1950 - 1970

INDUSTRY	1950		1970		%
	No.	%	No.	%	Change
Agriculture, Forestry, Fisheries	4,385	39.3	1,619	12.9	- 63.1
Mining	469	4.2	1,442	11.5	+207.5
Construction	847	7.6	1,208	9.6	+ 42.6
Manufacturing	722	6.4	1,001	8.0	+ 38.6
Transportation, Communication, Utilities	492	4.3	931	7.4	+ 89.2
Wholesale and Retail Trade	1,727	15.5	2,411	19.3	+ 39.6
Finance, Insurance, Real Estate	120	1.1	324	2.6	+170.0
Business, Personal, and Professional Services	1,875	16.8	3,108	24.9	+ 65.8
Government	321	2.9	475	3.8	+ 48.0
Other	209	1.9	-0-	-	-
Total	11,167	100.0	12,519	100.0	

SOURCE: U.S. Bureau of the Census, Census of Population, General Social and Economic Characteristics - Louisiana, 1950 and 1970. Washington, D.C.

and commercial yields in fish in Louisiana include shrimp, oysters, menhaden, crabs, and crawfish. Since statistical reporting is not mandatory on fishing and is often received on a voluntary basis from dealers, not the producers, the statistics are not totally inclusive. Therefore, the statistics presented represent only the reported catch. Table 19 presents figures on commercial landings in Louisiana from 1975 to 1979. As can be seen in that table, the value of the fish increased each year during the period shown. It should also be noted that the value does not decrease if the number of pounds decreases.

Commercial fishing is a very important industry in Iberia Parish. Table 20 shows only the reported catch in Iberia Parish from 1976 to 1978. In 1978 the reported catch was 1,472,100 pounds at a market value of $516,000. The category of other includes bowfish, carp, crab, garfish, sheepshead, and unclassified species. (The menhaden landings are not shown in any of the statistics in this section.) The landings in Iberia Parish are primarily freshwater species. According to the Cooperative Extension Service at Louisiana State University, there were 1,523 licensed fishermen in Iberia Parish in 1978.

Table 21 shows the size and value of commercial landings in Vermilion Parish from 1976 to 1978. The category of other includes buffalofish, carp, catfish, drum, flounder, garfish, sheepshead, red snapper, and unclassified species. In 1978, the total market value of the landings in Vermilion Parish amounted to $16,600,000.

In 1978, there were 1,724 licensed fishermen in Vermilion Parish.

A primary port in the Iberia and Vermilion Parish area is the Delcambre Port, located south of the Town of Delcambre on the Delcambre Canal. The Delcambre Port is a major shrimping port in the State of Louisiana. The Town of Delcambre is divided by the Iberia/Vermilion Parish line; the Delcambre shrimping statistics

TABLE 19
SIZE AND VALUE OF COMMERICAL LANDINGS
LOUISIANA
1975 - 1979

YEAR	NUMBER OF POUNDS	VALUE
1975	1,124,586,000	$ 88,245,000.
1976	1,227,958,000	136,971,000.
1977	917,523,000	137,936,000.
1978	1,673,922,000	190,167,000.
1979	1,529,081,000	198,508,000.

SOURCE: National Marine Fishery Service, Fishery Statistics of the United States. Washington, D.C.: 1975-1979.

TABLE 20
SIZE AND VALUE OF COMMERCIAL LANDINGS
IBERIA PARISH, LOUISIANA
1976 - 1978

SPECIES	1976	1977	1978
Buffalofish	268,000 lbs.	100,800 lbs.	185,100 lbs.
Catfish	1,027,700 lbs.	601,451 lbs.	711,800 lbs.
Crawfish	271,800 lbs.	---	404,800 lbs.
Other	237,400 lbs.	75,700 lbs.	170,400 lbs.
TOTAL	1,804,900 lbs.	777,951 lbs.	1,472,100 lbs.
VALUE	$533,771.	$247,249.	$516,000.

SOURCE: Louisiana State University, Cooperative Extension Service, Baton Rouge, Louisiana.

TABLE 21
SIZE AND VALUE OF COMMERCIAL LANDINGS
VERMILION PARISH, LOUISIANA
1976 - 1978

SPECIES	1976	1977	1978
Crab	364,400 lbs.	311,117 lbs.	263,000 lbs.
Shrimp	8,619,500 lbs.	10,296,181 lbs.	12,968,000 lbs.
Other	1,905,700 lbs.	1,037,256 lbs.	1,858,700 lbs.
TOTAL	10,889,600 lbs.	11,644,554 lbs.	15,089,900 lbs.
VALUE	$11,649,807.	$10,873,340.	$16,600,000

SOURCE: Louisiana State University, Cooperative Extension Service, Baton Rouge, Louisiana.

have been included in the Vermilion Parish landing statistics. In fact, the shrimp landings that were shown for Vermilion Parish were entirely Delcambre Port catches. Although the main catch in Delcambre is shrimp, there are other species involved at the Port. The total quantity in pounds and market value for the species reported in 1976, 1977, and 1978 are shown in Table 22. The National Marine Fisheries Service stated that approximately 350 vessels (a net weight of five or more tons) and approximately 75 boats (a net weight of less than five tons) utilized the Delcambre Port in 1978. The shrimping and seafood industry is the main industry in Delcambre.

Agriculture

The State of Louisiana has a diversified economic base which includes agriculture as one major industry. The primary resources for agriculture are a rich soil and favorable farming conditions.

According to the 1978 Census of Agriculture there were 401 farms in Iberia Parish accounting for 127,375 acres. Of that total, 100,546 acres or 78.9 percent was used for cropland, 6,693 acres or 5.3 percent was woodland, and 20,136 acres or 15.8 percent was used as pasture land, rangeland and land in houselots, ponds, and roads.

The principal crop in Iberia Parish is sugarcane; other crops include dairy farming, rice, corn, soybeans, okra, and peppers. Table 23 presents the figures on the acreage planted for the three major crops in Iberia Parish by five-year periods from 1950 to 1975. That table reveals that the acreages in rice and sugarcane production have remained consistent while soybean acreage has gradually increased over the period reviewed. Table 24 illustrates the estimated value of four agricultural products in Iberia Parish each year from 1975 to 1979. One item which can be noted in that table is the increase in soybean income changing

TABLE 22
SIZE AND VALUE OF COMMERCIAL LANDINGS
DELCAMBRE PORT, LOUISIANA
1976 - 1978

CATCH	1976	1977	1978
Quantity	9,200,000 lbs.	11,400,000 lbs.	15,100,000 lbs.
Value	$8,800,000.	$10,700,000.	$16,700,000.

SOURCE: Louisiana State University, Cooperative Extension Service, Baton Rouge, Louisiana.

TABLE 23
ACREAGE PLANTED FOR RICE, SUGARCANE AND SOYBEANS
IBERIA PARISH, LOUISIANA
1950 - 1975

CROP	1950	1955	1960	1965	1970	1975
Rice	6,000	6,140	5,380	6,350	6,400	5,600
Sugarcane	38,748	33,352	36,968	38,899	35,909	46,006
Soybeans	-	600	750	300	2,500	2,000
TOTAL	44,748	40,092	43,098	45,549	44,809	53,606

SOURCE: Louisiana Department of Transportation and Development, The Coastal Zone: An Overview of Economic, Recreational and Demographic Patterns. Baton Rouge, Louisiana: November, 1976.

TABLE 24
ESTIMATED INCOME FROM MARKETED AGRICULTURAL PRODUCTS
IBERIA PARISH, LOUISIANA
1975 - 1979

CROP	1975	1976	1977	1978	1979
Rice	$ 1,745,918	$ 851,137	$ 476,800	$ 831,650	$ 1,463,963
Soybeans	$ 245,760	$ 691,875	$ 1,377,000	$ 2,186,275	$ 3,714,457
Sugarcane	$17,204,000	$11,389,410	$16,390,000	$14,332,705	$14,902,897
Beef Cattle	$ 622,000	$ 714,200	$ 692,125	$ 1,411,180	$ 1,399,960

SOURCE: Iberia Cooperative Extension Service, New Iberia, Louisiana.

from $245,760 in 1975 to $3,714,457 in 1979.

In 1978 there were 1,394 farms in Vermilion Parish which comprised 378,883 acres. Of the total acreage count for farms, 296,498 acres or 78.3 percent was in cropland, 9,901 acres or 2.6 percent was woodland, and 72,484 acres or 19.1 percent was used as pastureland, rangeland, and houselots, roads, ponds, and wasteland.

The primary crop in Vermilion Parish is rice; it is also first in the State in rice production. Sugarcane and soybeans are also grown in great quantities in Vermilion Parish. Table 25 presents the acreage planted for each of these three crops for each five-year period from 1950 to 1975. As shown in that table, soybeans accounted for only 90 acres in 1960; by 1975 the acreage count had increased to 25,000 acres. Table 26 further illustrates the agricultural economy in Vermilion Parish by identifying the estimated income received from rice, soybeans, sugarcane, and beef cattle from 1975 to 1979. During each of the five years, the rice crop produced the most income as can be expected. Both the soybean crop and the beef cattle sales exhibited substantial increases.

As the proposed terminal at Boston would be partially devoted to agricultural purposes, a further analysis of the agricultural economy in surrounding parishes is included. In order to provide this analysis, the following variables will be considered: the acreage devoted to cash grain production and the number of country elevators in the proposed port's hinterland. Cash grains are those grains produced on farms but not consumed there; they are sold for cash on the open market. Cash grains include barley, rye, corn, oats, rice, sorghum, wheat, and soybeans. Country elevators are those that are located throughout the area for the purpose of purchasing and/or storing grains for local farmers. For the

TABLE 25
ACREAGE PLANTED FOR RICE, SUGARCANE AND SOYBEANS
VERMILION PARISH, LOUISIANA
1950 - 1975

CROP	1950	1955	1960	1965	1970	1975
Rice	114,800	101,500	101,500	116,000	126,000	124,700
Sugarcane	4,502	2,360	2,082	3,136	3,278	3,587
Soybeans	-	-	90	600	21,000	25,000
TOTAL	119,302	103,860	103,672	119,736	150,278	153,287

SOURCE: Louisiana Department of Transportation and Development, The Coastal Zone: An Overview of Economic, Recreational and Demographic Patterns. Baton Rouge, Louisiana: November, 1976.

TABLE 26
ESTIMATED INCOME FROM MARKETED AGRICULTURAL PRODUCTS
VERMILION PARISH, LOUISIANA
1975 - 1979

CROP	1975	1976	1977	1978	1979
Rice	$43,990,000	$28,793,840	$28,492,800	$31,542,665	$39,184,832
Soybeans	$ 6,720,000	$17,328,000	$10,972,500	$12,900,000	$21,802,098
Sugarcane	$ 2,125,000	$ 1,451,250	$ 1,806,350	$ 1,345,140	$ 1,170,653
Beef Cattle	$ 6,747,000	$ 8,990,012	$ 8,287,600	$12,897,425	$18,482,800

SOURCE: Vermilion Cooperative Extension Service, Abbeville, Louisiana.

purposes of this analysis, the proposed terminal's potential hinterland will consist of the following parishes: Vermilion, Iberia, Lafayette, Acadia, St. Martin, St. Landry, and Evangeline. All points within these parishes are within a radius of approximately one hundred miles of the proposed site in Boston.

Table 27 shows the number of country elevators and the cash grain production by parish in the hinterland in 1978. As shown in that table, soybeans are the main cash grain produced in the area accounting for approximately 96 percent of the total cash grain production. According to Table 27, St. Landry, Acadia, Evangeline, and Vermilion Parishes had the highest soybean production. Therefore, Table 28 has been included to show how soybean production has increased in each parish over the past few years.

The production of rice should also be considered in this analysis. In 1978 there were sixteen rice mills operating within the seven-parish area as shown in Table 29. In that same year, there were 299,110 acres devoted to the cultivation of rice in that same area. Vermilion Parish produced the greatest volume of rice followed by Acadia Parish and Evangeline Parish. Table 30 shows the trend of rice production in those three parishes from 1966 to 1979; it can be seen that this production has fluctuated throughout the period while still remaining at a high volume.

Energy-related Industry

Another vital factor of the economic base in the study area is energy.

According to Louisiana Oil and Gas Facts, the State of Louisiana contains twenty-seven percent of the nation's proved recoverable gas reserves and thirteen percent of its proved crude oil reserves. In 1970 Louisiana produced fourteen percent of the nation's production value of oil and gas.

TABLE 27
CASH GRAIN PRODUCTION
POTENTIAL BOSTON TERMINAL HINTERLAND
1978

PARISH	Number of Bushels		No. of Country Elevators
	Corn, Sorghum and Wheat	Soybeans	
Acadia	69,000	4,200,000	2
Evangeline	50,000	2,880,000	0
Iberia	40,000	323,000	0
Lafayette	53,600	1,360,000	0
St. Landry	353,500	4,750,000	6
St. Martin	72,000	685,000	1
Vermilion	19,400	2,050,000	3
TOTAL	657,500	16,248,000	12

SOURCES: Department of Agricultural Economics and Agribusiness, Louisiana State University, Commercial Bulk Grain Handling Operations in Louisiana. Baton Rouge, Louisiana: 1978.

Department of Agricultural Economics and Agribusiness, Louisiana State University, Agricultural Statistics for Louisiana. Baton Rouge, Louisiana: 1978.

TABLE 28
SOYBEAN PRODUCTION IN FOUR PARISH AREA
1966 - 1978

YEAR	NUMBER OF BUSHELS PER PARISH			
	Acadia	Evangeline	St. Landry	Vermilion
1966	480,000	352,000	1,484,000	230,000
1967	728,000	702,000	2,295,000	330,000
1968	1,260,000	780,000	2,520,000	390,000
1969	1,215,000	805,000	2,160,000	301,000
1970	1,736,000	874,000	2,300,000	360,000
1971	1,852,500	1,131,000	2,392,000	399,500
1972	2,165,000	1,125,000	2,830,000	470,000
1973	1,800,000	960,000	2,350,000	480,000
1974	2,385,000	1,395,000	3,760,000	700,000
1975	2,660,000	1,430,000	3,778,000	855,000
1976	4,305,000	2,275,000	5,570,000	1,900,000
1977	4,410,000	2,225,000	3,200,000	2,290,000
1978	4,200,000	2,880,000	4,750,000	2,050,000

SOURCE: Department of Agricultural Economics and Agribusiness, Louisiana State University, Agricultural Statistics for Louisiana. Baton Rouge, Louisiana.

TABLE 29
RICE PRODUCTION
POTENTIAL BOSTON TERMINAL HINTERLAND
1978

PARISH	Rice Acreage	Rice Production (Hundredweight)	No. of Rice Mills
Acadia	97,200	3,913,000	10
Evangeline	42,800	1,712,000	2
Iberia	3,460	112,100	1
Lafayette	10,600	390,000	0
St. Landry	18,100	724,000	0
St. Martin	5,050	141,400	0
Vermilion	121,900	4,386,000	3
TOTAL	299,110	11,378,500	16

SOURCES: Department of Agricultural Economics and Agribusiness, Louisiana State University, Commercial Bulk Grain Handling Operations in Louisiana. Baton Rouge, Louisiana: 1978.

Department of Agricultural Economics and Agribusiness, Louisiana State University, Agricultural Statistics for Louisiana. Baton Rouge, Louisiana: 1978.

TABLE 30
RICE PRODUCTION IN THREE PARISH AREA
1966 - 1979

YEAR	Number of Hundredweights Per Parish		
	ACADIA	EVANGELINE	VERMILION
1966	3,795,000	1,924,000	4,502,000
1967	4,149,000	1,964,000	4,840,000
1968	4,864,000	2,378,000	5,580,000
1969	4,005,800	1,989,400	4,623,000
1970	3,802,000	1,837,800	4,354,800
1971	3,537,800	1,896,300	4,232,800
1972	3,518,300	1,826,600	4,284,400
1973	4,060,800	1,883,000	4,661,000
1974	4,416,000	2,092,300	4,975,000
1975	4,745,500	2,002,600	5,156,300
1976	3,611,000	1,887,100	4,524,000
1977	2,964,000	1,464,700	3,657,000
1978	3,913,000	1,712,000	4,386,000
1979	3,374,000	1,768,200	4,234,800

SOURCE: Department of Agricultural Economics and Agribusiness, Louisiana State University, Agricultural Statistics for Louisiana. Baton Rouge, Louisiana: 1978.

Petroleum production has contributed heavily to the location refineries and petrochemical plants in the coastal area. The location of such plans depends on a multitude of factors, but low raw material costs in Louisiana have been a principal factor in the development of the petrochemical industry in the State. Low resource costs are a function of location near the source. An additional factor is the presence of large quantities of freshwater and navigable waterways.

In 1972 there were 49,600 workers in mineral-related establishments in Louisiana. According to the 1972 Census of Mineral Industries, approximately 18.3 percent of these were located in Iberia and Vermilion Parishes. Of the 1,340 mineral-related establishments state-wide, 189 or 14.6 percent were in the two parishes.

According to recent figures compiled by the federal government using 1979 income tax returns, there were 2,367 people employed in the oil and gas field in Iberia Parish. Table 31 indicates the oil and gas production which occurred in Iberia Parish from 1955 to 1978. As shown in Tables 32 and 33, there were 24 inland and 32 offshore oil and gas fields in Iberia Parish in 1976.

In 1979 according to federal income tax returns, Vermilion Parish had 2,952 persons employed in the oil and gas field with an annual payroll of $54,443,000. Table 34 indicates the amount of production in Vermilion Parish from 1955 to 1976. Tables 35 and 36 further illustrate the energy-related economic factors of Vermilion Parish by identifying the 57 inland oil and gas and 46 offshore oil and gas fields.

Although the tables included show that some declines in production have occurred, the value of mineral production has increased due to the rising price of oil and gas.

TABLE 31
OIL AND GAS PRODUCTION
IBERIA PARISH, LOUISIANA
1955 - 1976

	PRODUCTION IN BARRELS		PRODUCTION IN M.C.F.	
Year	Crude Oil	Condensate	Casinghead 15.025 #Abs.	Natural Gas 15.025 #Abs.
1955	14,519,607	589,205	14,044,808	27,635,203
1956	15,191,120	675,607	18,053,620	33,041,573
1957	15,611,670	698,262	18,503,634	37,491,017
1958	12,852,236	611,559	16,225,671	35,071,331
1959	13,818,266	836,597	20,606,200	47,955,950
1960	14,352,561	2,349,500	24,708,266	69,039,196
1961	13,565,030	2,902,540	24,047,852	68,591,498
1962	13,595,751	2,965,710	28,013,674	76,974,142
1963	13,253,669	2,443,777	24,270,386	81,839,986
1964	13,341,539	2,382,315	21,061,829	91,809,866
1965	14,331,210	2,264,578	19,572,806	94,283,407
1966	15,796,969	3,113,862	17,276,608	115,701,833
1967	21,585,428	5,525,579	22,241,236	202,167,691
1968	24,836,297	5,774,186	29,680,051	271,952,794
1969	27,463,086	6,430,813	32,631,493	374,391,447
1970	29,556,062	4,381,479	36,592,540	365,619,121
1971	23,976,912	3,377,513	36,515,136	249,307,275
1972	22,160,702	3,632,862	33,558,403	302,081,081
1973	19,746,243	2,965,480	8,243,509	20,635,981
1974	16,310,191	2,513,134	29,638,399	269,728,660
1975	12,088,750	2,547,113	25,027,401	288,404,336
1976	10,607,723	2,924,187	19,747,494	316,661,773

SOURCE: Louisiana Department of Conservation, Annual Oil and Gas Report. Baton Rouge, Louisiana: 1955-1976.

TABLE 32
INLAND OIL AND GAS FIELDS
IBERIA PARISH, LOUISIANA
1976

Year of Discovery	Name of Field	Year of Discovery	Name of Field
1942	Avery Island	1917	Iberia
1970	Avery Island, Southeast	1938	Jefferson Island
1940	Bayou Pigeon	1964	Lake Ferme
1956	Bayou Pigeon, East	1966	Lake Ferme, West
1971	Bayou Pigeon, North	1949	Lake Sand
1956	Bayou Postillion	1965	Lake Tom
1968	Bayou Postillion, East	1955	Loisel
1956	Big Bayou Pigeon	1962	Pass Fourchon
1964	Bird Island Bayou	1942	Rabbit Island
1970	Cote Blanche Bay, East	1949	Tigre Lagoon, South
1927	Fausse Pointe	1939	Vermilion Bay
1959	Fish Island	1945	Weeks Island

SOURCE: Louisiana Department of Conservation, A List of Louisiana Oil and Gas Fields and Salt Domes. Baton Rouge, Louisiana: 1976.

TABLE 33
OFFSHORE OIL AND GAS FIELDS
IBERIA PARISH, LOUISIANA
1976

South Marsh Island Area		Eugene Island Area	
Year of Discovery	Field Block No.	Year of Discovery	Field Block No.
1963	6	1970	3
1963	9	1959	4
1960	23	1959	8
1970	38	1948	45
1961	48	1955	47
1963	66	1947	53
1963	79	1973	64
1975	130	1973	74
1966	142	1949	89
1966	176	1955	128
1974	243	1956	175
1973	267	1958	198
1975	269	1961	205
		1964	266
		1963	273
		1964	292
		1971	330
		1973	361
		1975	380

SOURCE: Louisiana Department of Conservation, A List of Louisiana Oil and Gas Fields and Salt Domes. Baton Rouge, Louisiana: 1976.

TABLE 34
OIL AND GAS PRODUCTION
VERMILION PARISH, LOUISIANA
1955 - 1976

	PRODUCTION IN BARRELS		PRODUCTION IN M.C.F.	
Year	Crude Oil	Condensate	Casinghead 15.025 #Abs.	National Gas 15.025 #Abs.
1955	4,494,468	1,128,805	4,233,353	105,531,979
1956	4,391,705	1,501,586	4,783,223	125,224,333
1957	4,790,005	2,135,949	5,035,280	162,844,209
1958	4,452,607	2,858,345	4,420,582	205,035,302
1959	5,264,866	2,948,873	5,390,510	235,408,119
1960	5,601,942	3,610,101	5,916,746	261,022,345
1961	5,770,362	4,756,967	6,001,520	309,643,770
1962	7,154,261	5,947,929	6,679,683	391,873,070
1963	7,207,755	6,496,111	6,465,585	429,227,324
1964	7,611,261	6,879,385	6,840,800	457,471,489
1965	8,216,251	7,114,700	8,994,584	477,769,446
1966	10,524,754	8,896,542	13,007,090	537,155,768
1967	11,293,239	10,945,076	14,376,229	627,500,222
1968	12,259,614	13,249,907	17,720,241	765,907,983
1969	13,773,489	13,475,863	19,304,293	842,182,834
1970	14,454,766	15,107,733	18,638,159	968,399,497
1971	8,371,049	10,865,494	8,887,150	819,328,729
1972	8,597,981	9,512,682	10,679,614	726,711,389
1973	8,510,354	9,887,762	10,340,459	716,836,612
1974	6,858,832	8,301,657	7,724,544	551,749,776
1975	5,486,226	6,828,444	6,135,662	423,958,829
1976	4,636,897	5,500,707	4,613,010	332,585,527

SOURCE: Louisiana Department of Conservation, Annual Oil and Gas Report. Baton Rouge, Louisiana: 1955-1976.

TABLE 35
INLAND OIL AND GAS FIELDS
VERMILION PARISH, LOUISIANA
1976

Year of Discovery	Name of Field	Year of Discovery	Name of Field
1937	Abbeville	1957	Lac Blanc
1963	Andrew	1955	Lake Arthur, South
1957	Bancker	1954	Leleux
1964	Bayou Hebert	1955	Leroy
1956	Boston Bayou	1957	Leroy, North
1958	Buck Point	1954	Live Oak
1962	Buck Point, East	1956	Maurice
1970	Buck Point, North	1969	Maurice, West
1960	Cossinade	1962	Milton
1940	Erath	1964	Mulvey
1959	Esther	1967	Nunez
1958	Esther, Southwest	1949	Outside Island
1964	Fire Island	1959	Parcperdue
1952	Florence	1972	Parcperdue, North
1947	Florence, East	1974	Parcperdue, Southwest
1971	Florence, South	1970	Parcperdue, West
1942	Fresh Water Bayou	1943	Pecan Island
1958	Fresh Water Bayou, North	1954	Pecan Island, North
1958	Grosse Isle	1957	Perry
1932	Gueydan	1960	Perry, South
1973	Gueydan, East	1958	Perry Point
1954	Gueydan, Southeast	1959	Redfish Point
1970	Gueydan, Southwest	1958	Riceville
1938	Gueydan, West	1972	Riceville, South
1965	Hell Hole Bayou	1956	Theall
1955	Intracoastal City	1940	White Lake, East
1960	Kaplan	1960	White Lake, North
1964	Kaplan, Northwest	1943	White Lake, West
1955	Kaplan, South		

SOURCE: Louisiana Department of Conservation, A List of Louisiana Oil and Gas Fields and Salt Domes. Baton Rouge, Louisiana: 1976.

TABLE 36
OFFSHORE OIL AND GAS FIELDS
VERMILION PARISH, LOUISIANA
1976

Vermilion Area		South Marsh Island Area	
Year of Discovery	Field Block No.	Year of Discovery	Field Block No.
1956	14	1966	15
1961	16	1966	16
1949	39	1966	27
1956	46	1963	41
1975	60	1963	73
1975	64	1972	122
1948	71	1975	137
1949	76	1966	146
1958	86	1966	166
1956	102	1966	184
1959	104	1973	249
1957	120	1973	261
1960	131		
1972	147		
1962	162		
1957	164		
1966	171		
1971	182		
1964	189		
1964	191		
1973	200		
1973	214		
1967	215		
1965	218		
1974	236		
1962	245		
1963	250		
1969	255		
1972	265		
1971	313		
1972	320		
1972	339		
1972	342		
1972	362		

SOURCE: Louisiana Department of Conservation, A List of Louisiana Oil and Gas Fields and Salt Domes. Baton Rouge, Louisiana: 1976.

SIGNIFICANT AREA WATER RESOURCES

Navigation is of upmost importance to Louisiana because of its geography, the physiography of the State, and its mineral resources. Louisiana is a maritime state located on the Gulf of Mexico with access to the ports of the world. It is also situated at the hub of the most extensive inland waterway system in the world, where the 6,903 miles of the Gulf Intracoastal Waterway and Warrior-Tombigbee systems and the 12,351 miles of the Mississippi River system link the resources of the Gulf Coast with the industrial centers of northern, midwestern and eastern United States. Locally, the 7,500 miles of navigable waterways within Louisiana constitute one of her most valuable assets, for the majority of these streams traverse the marshes and lowlands where most of the state's mineral wealth is found and provide the most practical means of developing the resources of an otherwise inaccessible area.

The existing Louisiana shoreline is the result of the deposition of Mississippi River sediments during the last 6,000 years and the action created by the waters of the Gulf of Mexico. The Louisiana shoreline consists of the lands bordering on the Gulf of Mexico and on the many bays, lakes, rivers, bayous and other bodies of water extending inland. The acres adjacent to the coastal shoreline are generally composed of very low marsh, natural levees along existing and abandoned streams, chenieres (ancient beach, stranded in the marshland), and isolated barrier islands. Principal developments in the coastal area are those associated with the location, development, and extraction of large mineral (petroleum, natural gas, sulphur, salt, shells and fishery) resources. The major streams flowing through the coastal area are Sabine, Calcasieu, Mermentau, Vermilion, Atchafalaya, Mississippi, the Pearl River, Charenton Drainage Canal, Wax Lake Outlet, and Bayou LaFourche. Only the Atchafalaya and Mississippi

Rivers and the Wax Lake Outlet carry any appreciable sediments to the coastal area and the Gulf of Mexico.

Coastal Louisiana is a vast region extending west to the Sabine River, east to the Chandeleur Islands, south to the Gulf of Mexico and bounded to the north by the five-foot countour line. Twenty of the State's 64 parishes are at least partially in the coastal zone, and half of these are entirely within the zone. The coastal area is about 10 million acres. Dry land accounts for about 1½ million acres, or 15 percent of the coastal zone. The wetlands of Louisiana are estimated to be about 8.5 million acres, or about 25 percent of the wetlands found in the entire nation. Swamps, distinguishable by stands of cypress and tupelo trees stretch for over a half million acres through coastal Louisiana. The remaining wetlands are made up of a variety of marsh types - saline, brackish, intermittent and fresh marsh. These marsh lands represent about 79 percent of Louisiana's coastal zone.

The various waterways of coastal Louisiana are many and diverse, winding their way through the State providing extensive water systems. For the purposes of this report, attention will be given to the important waterways near the study area. These are discussed as follows:

BAYOU TECHE

The Bayou Teche is a comparatively small stream occupying the highest part of a very large alluvial ridge which approximates in size that of the Mississippi River. Since all local drainage is away from the stream, it functions principally as a flume, conveying drainage from Bayou Courtableau to the Vermilion and lower Teche systems. This waterway provides improvements for navigation, flood control, and increased water supply for irrigation. The Bayou Teche also serves as a source for recreation, boating, water-skiing and fishing.

Authorized in 1934 and prior years, Bayou Teche consists of a channel 8 feet deep and 80 feet wide from the mouth of the stream to New Iberia, 6 feet deep and 60 feet wide to Keystone Lock, and 6 feet deep and 50 feet wide on the bottom to Arnaudville, and a lock and dam.

The average annual traffic on this waterway from 1971 to 1975 was 612,618 tons. The major cargo in 1975 included marine shells, crude petroleum, and sugar.

FRESHWATER BAYOU

The Freshwater Bayou Channel and Lock provides a direct connection between the Gulf Intracoastal Waterway and the Gulf of Mexico. Petroleum, gas, salt and sulphur resources in the Gulf are now more easily accessible and a more direct route is available to fishermen and trappers as well.

The Freshwater Bayou consists of a 12 by 125 foot waterway between the Gulf Intracoastal Waterway in the vicinity of the Vermilion River and the Gulf of Mexico; the waterway generally follows the existing channels of Schooner Bayou Cutoff, Schooner Bayou, Sixmile Canal, Belle Isle Canal, and Freshwater Bayou. An 84 by 600 by 16 foot lock constructed in the vicinity of Beef Ridge near the Gulf of Mexico prevents saltwater intrusion. Jetties to the 6 foot depth contour are authorized if and when justified by excessive maintenance of the offshore channel. Channel excavation between the Gulf Intracoastal Waterway and the lock site was completed in March, 1965. The channel from the lock to the Gulf of Mexico was completed in October, 1967. The lock and channel were opened to navigation in July, 1968.

Table 37 shows the annual tonnage of cargo which traveled this waterway from 1968 to 1976.

TABLE 37
ANNUAL TONNAGE OF CARGO
FRESHWATER BAYOU
1968 - 1976

Year	Tonnage
1968	251
1969	15,867
1970	34,407
1971	297,724
1972	404,850
1973	528,719
1974	514,414
1975	291,070
1976	182,682

SOURCE: U.S. Army Corps of Engineers, Waterborne Commerce of the United States. Vicksburg, Mississippi: 1976.

PETIT ANSE, TIGRE, AND CARLIN BAYOUS

These waterways are used for access to fishing and hunting areas; boating and skiing are also becoming popular in the area.

This project provides a 9 foot by 80 foot channel in Bayou Petit Anse from the Gulf Intracoastal Waterway to the north end of Avery Island, a 9 foot by 80 foot channel in Bayou Carlin from Bayou Petit Anse to Lake Peigneur, a harbor of refuge at Delcambre, and a 7 foot by 60 foot channel from the Gulf Intracoastal Waterway via McIlhenny Canal to deep water in Vermilion Bay. Mooring facilities have been constructed in the harbor of refuge by non-federal interests.

Average annual traffic on this waterway from 1971 to 1975 was 1,579,010 tons.

GULF INTRACOASTAL WATERWAY

The Gulf Intracoastal Waterway is an extensive waterway system designed to accommodate ocean-going vessels. As early as the 1860's a need for the Gulf Intracoastal Waterway developed. In 1867 the completion of the Mississippi River levees stopped the inland coastwise traffic between the river and the southwest coastal area, via Bayou Plaquemine, and the demand for a year-round inland coastwise waterway was recognized.

This demand continued into the early twentieth century when the increasing demands for coastwise traffic on an inland route resulted in the authorization by Congress of a 5 foot by 40 foot navigation channel from the Mississippi River to the Rio Grande. Final approval of this project was received in 1906 and in 1911 the first section of the project was completed from Franklin, Louisiana to the Mermentau River. By 1925 the channel was complete from the Mississippi River to the Sabine River.

Waterborne traffic on this inland waterway was increasing at such a rate that it became evident that the 5 foot by 40 foot navigation channel would soon be inadequate. Furthermore, the route of the waterway at this time utilized natural streams and lakes to a great extent. This increased the length of the route due to meandering streams, and channel sections in large bodies such as White and Grand Lakes were subject to deterioration by wave action. On January 21, 1927, Congress authorized a 9 foot by 100 foot navigation channel to be constructed on a revised route from the Mississippi River to Corpus Christi, Texas, to be known as the Louisiana and Texas Intracoastal Waterway.

With the completion of the Harvey Lock at New Orleans in 1934, the 9 foot by 100 foot navigation channel between the Mississippi River and the Sabine River was complete. The present day project channel in the Gulf Intracoastal Waterway which extends from the Rio Grande River at the United States-Mexico border to Florida is 12 foot by 125 foot.

In 1976, the volume of waterborne commerce on the Gulf Intracoastal Waterway between the Mississippi and Sabine Rivers totaled 59 million tons.

VERMILION RIVER

A project navigation channel in this stream is maintained by the Corps of Engineers, U.S. Army. The present project dimension of this channel is a 9 foot depth below Mean Low Gulf Elevation, with an allowable over-depth of 1 foot, and a 100 foot bottom width. This channel extends northward above Abbeville as a 5½ foot by 100 foot project channel to the City of Lafayette, Louisiana. It intersects the Gulf Intracoastal Waterway at a point of 22.5 river miles south of Abbeville.

The Vermilion River also provides numerous boating facilities.

The annual tonage of cargo on the Vermilion River from 1959 to 1976 is shown in Table 38. A sizable increase occurred from 642,739 tons in 1959 to 1,439,355 tons in 1967. After 1967, the annual tonnage primarily stabilized.

BAYOU VERMILION

The 5 1/2 foot Vermilion Bayou channel from Vermilion Bay to Lafayette was completed in 1896 at a cost of $34,900.00. Vermilion Bayou has a well defined basin, draining the 652 square mile area lying between the Mermentau watershed on the west and the Bayou Teche ridge on the east. Bayou Vermilion also functions as a tributary of Bayou Teche. The Ruth (Evangeline) Canal, about four miles long, connects Bayou Teche with Bayou Vermilion. It was built by private interests for diverting a portion of the Teche flow to the Vermilion for rice irrigation. Flow is regulated by a reinforced concrete control structure with three manually operated gates.

VERMILION LOCK

The Vermilion Lock is located in the Atchafalaya River - Sabine River section of the Gulf Intracoastal Waterway about two miles west of the Vermilion River. The existing lock was opened to traffic in 1933. This lock is 1,182 feet long, 56 feet wide, with a depth over the sill of 11.3 feet below mean low gulf datum. The Vermilion Lock was constructed to prevent saltwater intrusion into the Mermentau River Basin.

The existing lock is scheduled to be replaced with a new lock having a lock chamber length of 1200 feet, a width of 110

feet and an over sill depth of 15 feet. Construction is to begin the latter part of 1981 with an estimated completion date of early 1984.

Table 39 provides statistics on lockages, bottoms, and annual tonnage from 1968 to 1976.

VERMILION BAY

The Vermilion Bay is a large, deep bay consisting of a series of discontinuous sand beaches with localized concentrations of shell material. Generally, the shoreline between the sand beaches consists of silt accumulations. From the general vicinity of Vermilion River along the northern shore of Vermilion Bay to the general vicinity of longitude 92°00' mud and/or silt shorelines dominant. A small section of the northern shore of Vermilion Bay (between longitude 92°00' and 91°52') is composed of sand material. Along the eastern perimeter of Vermilion Bay, the predominant shoreline type is mud flanked by an extensive deposit of black, organic flakes and particles referred to by the local inhabitants as "coffee grounds". These materials are derived from decaying water hyacinth and alligator weed which grow abundantly in the ponds and bayous that drain into the bay. The Vermilion Bay is a vital link of the waterway system feeding the Vermilion River, the Intracoastal Waterway, and Bayou Teche.

TABLE 38
ANNUAL TONNAGE OF CARGO
VERMILION RIVER
1959 - 1976

Year	Tonnage
1959	642,739
1960	707,792
1961	1,224,728
1962	800,953
1963	934,944
1964	840,427
1965	923,832
1966	1,214,793
1967	1,439,355
1968	1,041,556
1969	1,077,422
1970	1,198,882
1971	1,321,027
1972	1,517,133
1973	1,221,215
1974	1,193,367
1975	1,346,312
1976	1,224,900

SOURCE: U. S. Army Corps of Engineers, Waterborne Commerce of the United States. Vicksburg, Mississippi: 1976.

TABLE 39
VERMILION LOCK STATISTICS
1968 - 1976

Year	Lockages	Bottoms	Tonnage
1968	10,466 (5)	62,435 (4)	40,883,115
1969	9,368 (8)	62,783 (3)	40,033,239
1970	8,022 (8)	59,608 (4)	43,162,159
+1971	8,547 (6)	65,300 (4)	45,130,306
1972	9,112 (7)	60,727 (4)	43,093,646
-1973	5,865 (8)	55,279 (4)	37,981,276
1974	7,969 (7)	56,391 (4)	39,238,381
°1975	5,758 (9)	52,692 (4)	35,228,202
1976	9,909 (5)	56,542 (4)	41,845,462

+Dewatering year
-1973 High water forced the closure of various locks and affected the normal flow of marine traffic on the Mississippi and Atchafalaya Rivers.
°Records for the month of July, 1975 not available.

SOURCE: U.S. Army Corps of Engineers, Waterborne Commerce of the United States. Vicksburg, Mississippi: 1976.

DETERMINATIONS AND IMPACTS

Based on the different analyses that have been made, the various impacts and determinations that can be expected as a result of the proposed developments are presented by each site. These determinations will include the location and description, current land usage, environmental conditions, financial considerations, and economic and social impacts.

SITE A - DELCAMBRE

This proposed development will serve as a mooring area. The following determinations can be made regarding the proposed facility.

Location and Description

This site involves one parcel or piece of ground without improvements located in Iberia Parish, Louisiana, measuring twenty-five acres, more or less, lying east of the Delcambre Canal in Section 5, Township 13 South, Range 5 East, and bounded as follows: north by the property of Gloria Wiggins, south by the coulee and property of Rose Landry Rogers, east by the property of Wiltz Trahan, and west by the Delcambre Canal and/or the property of the heirs of Dresin Landry et al or assigns.

Financial Considerations

The following improvements and subsequent cost estimates are proposed for the development of Site A:

Land Acquisition (25 acres)	$ 150,000
Bulkheading (5,000 linear feet)	2,500,000
Piers (1,400 linear feet)	140,000
Excavation (400,000 cubic yards)	600,000
Roads (lime and gravel)	225,000
Water Facilities	80,000
Sewerage Facilities	50,000
Electrical Lighting	30,000
Engineering and Contingencies	360,000
TOTAL	$4,135,000

More detailed information on the proposed improvements is provided in the section of the report entitled "Preliminary Designs."

Environmental Determinations

It has been determined in the section of the report entitled "Environmental Impact Assessment" that there will be no adverse effects on the environment as a result of the proposed development.

The current land usage of the site is pastureland.

The proposed site is located in the Jeanerette-Patoutville soil association which consists of soils that are somewhat poorly drained loamy soils of the terrace upland. The proposed site is located on Jeanerette soils which is eighty-five percent of the association. The Jeanerette soils are on flats at the lowest elevations and have a surface layer fourteen inches thick of black silt loam and a subsoil of dark-gray and grayish-brown silty clay loam which is about thirty-six inches thick. They are somewhat poorly drained and are moderately slowly permeable. The gradient on these soils is less than one percent and elevations are approximately two to ten feet above sea level. The soil stays wet much of the time late in winter and in the spring. The seasonal high water table fluctuates between depths of one foot and two-and-a-half feet during the period of December to April.

Soil surveys determine the suitability of the soils for certain land uses. This is done by listing various land usages and then showing the degree of limitation the soil has for each usage. Each of the land usages and the limitation for each is given in Table 40. As shown in that table, for seven of the land usages the Jeanerette soils have a moderate degree of limitation which means that the limitations can be overcome or modified by special planning or design. The limitation is severe, however, for four uses. Those four

TABLE 40
SOIL INTERPRETATIONS FOR SELECTED USES
SITE A - DELCAMBRE, LOUISIANA

LAND USE	DEGREE OF LIMITATION *
Septic tank absorption fields	Severe
Sewage lagoons	Severe
Shallow excavations	Severe
Dwellings without basements	Moderate
Sanitary Landfill (trench)	Severe
Local roads and streets	Moderate
Small commercial buildings	Moderate
Camp areas and playgrounds	Moderate
Picnic areas, paths, and trails	Moderate
Reservoir areas	Moderate
Dikes, levees, and embankments	Moderate

* Slight - The limitations are minor and can be overcome easily.

Moderate - The limitations can be overcome or modified by special planning or design.

Severe - The limitations are costly or difficult to alter or overcome.

Very Severe - The limitations are very difficult or very costly to overcome.

SOURCE: United States Department of Agriculture, in cooperation with the Louisiana Agriculture Experiment Station, Soil Survey of Iberia Parish, Louisiana. Alexandria, Louisiana: August, 1978.

uses with the exception of excavation should really not have much effect on the proposed development.

The shrink-swell potential for Jeanerette soils is moderate and is suitable for portland cement stabilization with hydrated lime treatment.

Economic and Social Impacts

The development of the mooring site at Delcambre will create some new jobs directly at the Port. It will, however, increase the number of shrimp boats using the Port which will have a direct impact on the economy in several aspects. In 1978, as was shown in Table 22, the value of commercial landings in Delcambre was $16,700,000 for 15,100,000 pounds; the new facilities would provide for even higher future values. The higher values and additional number of pounds generated by the new facility would have a direct impact on retail sales in the area. New seafood plants and support facilities such as ice plants could be anticipated to assist in the increased volume of the port thereby creating new jobs.

The port development would also affect the social aspects in that the creation of new jobs would lower the unemployment rate of the area and indirectly improve the living conditions of the new employees.

Other impacts which can be expected are:

The new mooring site would also provide these boat owners with controlled protection in an area where they can safely leave their vessels during the off-seasons. The Port Commission will be able to recap monies from the operation from leasing mooring areas or by mooring on a fee basis. The assessed valuation of the Parish will also increase thereby providing for increased ad valorem taxes for the Parish.

SITE B - BOSTON

This proposed development will serve as an inland barge facility and agricultural area. The following determinations can be made regarding this facility.

Location and Description

This site involves a tract of land containing approximately 25 acres in Section 33, Township 13 South, Range 4 East, Second Ward of Vermilion Parish, Louisiana. The site is bounded on the west by the Boston Canal, on the east by the property of Olga LeBlanc, et al, on the north by the property of O.V. Moss, Jr., et al, and on the south by the property of Olga LeBlanc, et al.

Financial Considerations

The following improvements and subsequent cost estimates are estimated for the development of Site B:

Land Acquisition (25 acres)	$ 250,000
Bulkheading (1,320 linear feet)	660,000
Excavation (30,000 cubic yards)	45,000
Roads	91,000
Engineering and Contingencies	80,000
TOTAL	$1,126,000

More detailed information on the proposed improvements is given in the section of the study entitled "Preliminary Designs."

Environmental Determinations

The Environmental Impact Assessment has determined that the development of this facility will have no adverse effects on the environment.

The current use of land at the site is pastureland.

The proposed site is located in an area with Jeanerette-Patoutville soil association. The poorly drained Jeanerette soils at the lower elevations comprise forty-five percent of the association; they have a very dark gray

or black silt loam surface and a dark grayish-brown or olive brown silty clay loam subsoil. The somewhat poorly drained Patoutville soils comprise about forty percent of the association. They have a grayish-brown silt loam surface and a mottled brown, red, yellow, and gray silty clay loam subsoil. Olivier and Frost soils make up most of the remaining fifteen percent of the association.

Table 41 presents the degree of limitation this soil association has for certain land usages. The degrees of limitation range from slight to severe. Based on the proposed improvements, the soil should not present any problems.

The shrink-swell potential is moderate and the soil is suitable for portland cement stabilization with hydrated lime treatment.

Site B is located in an area known as the prairie belt which is essentially grassland with wooded areas located mostly along streams. The prairie belt is bordered on the south by the coastal marsh which is an area of very low grasslands broken by many streams, bayous, and lakes. The elevation of this area varies between 0 and 5 feet above mean sea level. The surface of these marshlands consists mainly of organic materials or humus and impalpable silts. It is overgrown with a dense growth of marsh grass or saw grass and for the most part will not sustain weight except near the bank of existing or old waterways where the natural levees raise the surface slightly above the marshland elevation. Structures built in the coastal marsh must be supported by piling, and surface transportation is carried out by "marsh buggy." Site B is near enough to the coastal marsh to be serviceable to the offshore oil and gas related industries but far enough away to avert added construction costs and to avoid unnecessary destruction to the native marshland environment.

TABLE 41
SOIL INTERPRETATIONS FOR SELECTED USES
SITE B - BOSTON, LOUISIANA

LAND USE	DEGREE OF LIMITATION *	
	Jeanerette-45%	Patoutville-40%
Building sites	Moderate to Severe	Moderate
Septic tank filter fields	Severe	Severe
Sewage lagoons	Slight	Slight
Low cost roads	Moderate to Severe	Moderate
Landscaping and gardening	Moderate	Moderate
Picnic Areas, Camp Sites, and golf fairways	Moderate to Severe	Moderate
Playgrounds	Severe	Moderate

* Slight - the limitation is not serious and is easily tolerated or overcome.
Moderate - the limitation needs to be recognized, but it can be tolerated or overcome.
Severe - the limitation cannot be easily tolerated or is difficult to overcome.
Very Severe - the limitation is so restrictive that the stated use is generally impractical.

SOURCE: U.S. Department of Agriculture in cooperation with the Louisiana Agricultural Experiment Station, General Soil Map - Vermilion Parish, Louisiana. Alexandria, Louisiana: January, 1970.

Economic and Social Impacts

It is anticipated that this proposed port development will create approximately 150 new jobs. This in turn will lower the unemployment rate and possibly improve the living conditions of the new employees.

The site would alleviate the distress of the rapid expansion of industrial development due to the increasing oil and gas exploration which has created a shortage of available facilities. As has been previously stated, the existing conditions at Delcambre show a definite need for an inland barge facility. The area of proposed development is centrally located to existing and future oil and gas fields, thus providing savings in energy and manhours to operators in the area. If additional facilities are not provided in this area, operators will have to locate in East Texas ports or further east along the Louisiana coast thereby experiencing greater operating costs. As was shown in Tables 32 and 33, there were 24 inland and 32 offshore oil and gas fields in Iberia Parish in 1976. Tables 35 and 36 listed 57 inland and 46 offshore oil and gas fields in Vermilion Parish in that same year. These figures further support the need for such a facility.

If the site is developed for storage of grain, this will aid the agricultural economy in the marketing of their products. As was shown in Table 27, there are twelve country elevators in the potential Boston Terminal hinterland. These elevators could ship directly to the port by truck for temporary storage and reshipment to export elevators at New Orleans and Lake Charles, Louisiana and Beaumont, Port Arthur, Houston, and Galveston, Texas. Grain and soybean farmers could also send their production directly from their fields at harvest to a terminal at the proposed site or, if they had on-the-farm

storage, they could ship directly by truck to the terminal anytime during the year to take advantage of favorable prices. For these reasons, the farmers will see a reduction in their transportation costs.

The proposed facility will allow for the concentration of industries in one site. This site is located outside of the wetlands thereby rendering it economically feasible.

ENVIRONMENTAL IMPACT ASSESSMENT

1. General Description

The proposed project consists of the construction and development of two separate inland ports and docking facilities. The first site, which is identified as Site A, will be a dual purpose facility to accommodate the docking of shrimp boats to alleviate the crowded conditions presently existing at the existing docking facilities in Bayou Carlin at Delcambre, Louisiana. The second site, Site B, will be designed primarily as an inland barge facility to accommodate the rapid expansion of industrial development due to the increasing oil and gas exploration in the Twin Parish Port Region. Site B is located on the Boston Canal. (See Vicinity Map in Section VIII.)

Site A contains 25 acres, more or less, of land lying east of the Delcambre Canal in Section 5 Township 13 South, Range 5 East of Iberia Parish. The land has been planted in rice in the past but is presently being used as pasture land. A 3,900 foot road is proposed to be built extending from the public road to the north of the property to the extreme southeast corner of the 25 acre tract. (See Preliminary Planned Designs and Layout of Proposed Facilities Section.)

The proposed development will provide much needed docking facilities for the numerous shrimp boats which utilize the Port of Delcambre. This would be a new facility, located approximately 1,650 feet from the existing 1,500 foot pier presently utilized by the shrimp boats.

The present facilities have long been overcrowded due to the extensive use by both local and out-of-state shrimp boats. The recent Texas closure of shrimping has almost doubled the crowding of the existing facilities in Delcambre.

Site B also contains approximately 25 acres of pastureland located along the Boston Canal. The land will be developed in accordance with engineering specifics identified in the Preliminary Planned Designs and Layout of Proposed Facilities section of this report. The proposed development at Site B will provide available property to the numerous oil and gas associated industries which use Vermilion Parish as part of their operations base. It is also anticipated that agricultural facilities, such as grain elevators, could possibly be located at this site.

2. Beneficiaries

a. Parish Affected

Beneficiaries to the project will be the residents of Vermilion and Iberia Parishes. The 1980 preliminary census figures for the two parishes were 48,458 and 63,752, respectively. The residents of Delcambre and Erath will probably be the most directly affected by the project, and these two communities have 1980 populations of 2,216 and 2,133 respectively.

b. Triggering Coastal Energy Activities

The proposed project has been triggered by both an increase in oil and gas activities in the area and offshore, and also by the expanding shrimping industry. The recent closure of Texas waters has put an additional burden on the already crowded conditions in the Delcambre Port.

c. Employment and Unemployment

The increase for additional docking and industrial space is evident in the increase in employment statistics. In June of 1981, the unemployment rate for Iberia and Vermilion Parishes is 5.8 percent and 5.7 percent respectively, as compared to 4.5 percent and 5.1 percent in 1980, and 5.6 percent and 5.9 percent in 1978.

The employment associated with the fishing industry in Delcambre is reflected in the number of persons employed in fishing in Iberia and Vermilion Parishes, accoarding to the Louisiana Department of Employment Security. In 1970, there were 2,709 persons employed in the fishing and agricultural industry in the two parishes. This figure represents 6.3 percent of the total employment in Iberia and 12.9 percent of the total employment in Vermilion Parish. It might be noted that the number of persons employed in the fishing industry has risen sharply since November of 1980 due to the loss of jobs associated with the halting of mining operations at the Jefferson Island Salt Mine.

The increase in employment of persons in the oil and gas industry is reflected in the associated activites of one lease sale in the Gulf of Mexico. It is estimated that from one lease sale in the Gulf of Mexico (OCS Sale 45), there was an estimated increase of nearly 1,200 persons directly employed in the exploration and production of oil and natural gas.

Employment in support industries is based on an estimated 2.1 persons employed for every person employed in petroleum related industries. Since direct employment is estimated to amount to 1,194 persons during the years of peak activity, the induced activity is estimated to be an additional 3,500 persons. These increases will occur in the states of Louisiana and Texas. (DEIS Proposed 1977 OCS Oil and Gas Lease Sale, Department of the Interior). Similar population and employment increases can be anticipated as a result of the other five scheduled lease sales. Increases in on-shore drilling and the initiation of geothermal activity will contribute to the need for additional industrial support facilities.

3. Project Alternatives

The following sections of the Environmental Impact Assessment represent the options, description, design, and objectives of the proposed construction at Site A (Delcambre Facility) and Site (Boston Facility).

Construction of Mooring Site at Site A

a. No Action

If no action is taken to alleviate the existing overcrowding conditions at the Delcambre Port, the present conditions will worsen, due primarily to increased fishing and oil and gas activities in the Vermilion and Iberia Parish areas. As time goes by, the incompatibility grows between the two industries (oil/gas and fishing). Should no action be taken, the Port of Delcambre will not be able to expand its services due to a lack of mooring facilities in the area.

b. Objectives

The primary objective of the construction of the two sites is to relieve some of the overcrowded conditions at the Port of Delcambre, and at the same time provide separate docking and service facilities for the fishing industry and oil and gas industries.

By providing the mooring facilities at Site A, the economy of both Vermilion and Iberia Parish will be expanded through increased employment opportunities at the Port of Delcambre. The new mooring system will result in added protection for the shrimp boats during inclement weather, as well as provide modern water and sewer facilities for the fleets docking in Delcambre.

c. Design

The design of Site A will consist primarily of two excavated areas totaling approximately 20.6 acres in which finger piers will be constructed to provide mooring spaces for approximately 120 boats. The design of the site was designed to accommodate the existence of a natural gas pipeline traversing the 25 acre site in a northeasterly direction. The excavated material (approximately 400,000 cubic yards) will be used to elevate the remaining property with the excess being either hauled

away or spread over adjoining properties with the owners' consent. (See Preliminary Planned Designs and Layout of Proposed Facilities Section.)

The larger of the two excavated sites will be dredged during the first phase of construction. This area, which will include approximately 14.6 acres, will include 2,620 feet of bulkheading, 1,175 feet of finger piers, and will be capable of handling 80 boats when completed. The mechanical sewage treatment plant which will be constructed centrally at the entrance to both mooring areas, will be operational when the first phase of construction is completed.

The second site to be excavated is located directly south of the larger mooring area and will be approximately 6.0 acres large. This area will consist of 1,175 feet of timber bulkheading on timber pilings, with one finger pier constructed 225 feet in length.

A hardsurfaced road will be constructed to afford access to the site from the parish road located 3,900 feet from the northern portion of the property. Limestone or shell will be placed on the unexcavated areas to provide parking and off/on loading areas for boat owners utilizing the mooring area.

A six inch water well will be dug to provide water to the site for the washing of boats, fire fighting, and associated uses. Two inch lines will provide water along all finger piers to provide water to boats utilizing the facility. A mechanical sewage treatment plant will be constructed for the dumping of sewage from fishing boats. The plant will be located at the entrance to the two sites along the Delcambre Canal. Adequate lighting will also be provided at the mooring site to increase security and allow better conditions for working at night.

d. General Site

The general location of the proposed mooring site is approximately one-half mile south of Delcambre, Louisiana, on the eastern bank of the Delcambre Canal.

e. General Description

The Twin Parish Port Commission proposes to build a mooring site located approximately one-half mile south of the Town of Delcambre on the eastern bank of the Delcambre Canal. The site, which will consist of two separate mooring sites totalling 20.6 acres, will be used to alleviate crowded conditions at the Port of Delcambre and at the same time provide a safe and modern docking area for shrimp boats during inclement weather and off-seasons.

The project will be constructed in two phases with the larger mooring site on the northern section of the 25 acre site being constructed first. This site, which includes 14.6 acres of mooring area, will include 2,620 feet of timber bulkheading and 1,175 feet of piers. A two inch water line will be run along the bulkheaded areas and piers to provide fresh water to the boats utilizing the area. The access road, as well as parking will be constructed during this first phase of construction.

The second phase will include the excavation of a 6.0 acre mooring area south of the mooring area constructed under the first phase. This area will include construction of 225 feet of piers and 1,175 feet of timber bulkheading on timber pilings.

All of these activities will have a minimal adverse environmental impact during the construction phase of the project. Some of the short term impacts of the construction will include increased noise and air pollution from heavy equipment, as well as increased runoff and erosion. After construction, these adverse impacts will cease. The parking and loading areas will be covered with limestone or shell to prevent dusty conditions and the bulkheading will decrease the possibility of erosion.

f. Character of the Environment

Site A consists of twenty-five acres of pastureland which is presently grown over by weeds and small bushes. There is a spoil bank located along the northwestern portion of the site, which resulted from dredging activities of the Delcambre Canal in past years.

The Delcambre Canal which borders the site on the west, is used extensively by fishing boats which use the numerous fish and shrimp processing plants in Delcambre to market their catches. The canal is also utilized by small barges to transport salt products in and out of the surface mining operation at Jefferson Island, north of the Town of Delcambre.

g. General Description

A twenty-five (25) acre mooring site is being planned by the Twin Parish Port Commission to be constructed along the Delcambre Canal one-half mile south of the Town of Delcambre, on the east bank of the Canal. The facility will consist of two mooring areas totalling 20.6 acres of docking space, with the remaining 4.4 acres to be utilized as parking and loading space for the fishermen utilizing the site. All of the waterfront property will be bulkheaded with piers extending out into the mooring site to provide maximum utilization of the site and facilities.

Water, sewer and electricity will be available at the site. Lighting facilities will be provided to increase security and allow safer working conditions during night hours.

Construction of Inland Barge Facility at Site B

a. No Action

If no action is taken, the oil and gas industry will be forced to continue to share docking space at the Delcambre Port. The incompatibility of the oil and gas

industry and the fishing fleet of the Port of Delcambre will continue. Any future expansion of industrial development in the Delcambre and Erath area will be hindered by lack of available space for possible expansion opportunities.

b. Objectives

The objectives of the inland barge facility at the Boston site are:

1) To expand commerce and employment in the eastern part of Vermilion and western portion of Iberia Parish.

2) To provide industrial support to service the offshore oil and gas industry with accessible goods and services.

3) To meet the demands of OCS activities by providing an industrial setting for support to service industries.

4) To provide a nearby docking facility for agricultural products grown in Vermilion and surrounding parishes.

5) To relieve congestion of the Port of Delcambre and to reduce the incompatibility of the petroleum and fishing industries at the Port of Delcambre.

6) To build these facilities in an easily accessible area while preserving environmentally sensitive wetland areas.

c. Design

The inland barge facility at the Boston Site will consist of a 25 acre tract of land of which 1,320 feet fronts on the Boston Canal. The development of the site will require excavation of fifty (50) feet of land the distance of the property (1,320 feet) to provide adequate docking and mooring area for the four industrial sites to be developed. (See Preliminary Planned Designs and Layout of Proposed Facilities Section.) The approximate 30,000 cubic yards of excavated material will be spread over the remainder of the property.

A timber bulkhead on timber pilings will extend along the 1,320 feet of waterfront docking space. A sixty (60) foot hardsurfaced road will be constructed from the extreme southern edge of the property to the parish road located approximately 2,600 feet from the southern portion of the twenty-five (25) acre site.

The 25 acre site will be subdivided into three 5.5 acre sites (800 feet and 300 feet) and one 7.7 acre site (800 feet and 420 feet). It is estimated that approximately 85 percent of the land will be used for oilfield fabrication and possible agricultural product storage and shipping facilities. The remaining 15 percent will be used for port facilities. The 7.7 acre site presently has a high power line crossing the southern one hundred fifty (150) feet of the property, and therefore, will only be utilized as storage areas such as pipe yards, et cetera. No permanent building or other structure will be allowed in this area.

Water and sewer facilities will be provided by the occupants of the property. The electrical service will be furnished by Gulf States Utilities.

d. General Site

The general location for Site B is approximately 6 miles south of Erath along the Boston Canal. The site is approximately one-half (1/2) mile downstream from Louisiana State Highway Number 688.

e. General Description

The Twin Parish Port Commission proposes to build a 25 acre inland barge facility along the Boston Canal. The facility will aid in alleviating the distress of rapid industrial development, due to increasing oil and gas exploration in the Gulf of Mexico and the coastal marshes of Louisiana. The site will also be capable of handling barge loading facilities to accommodate the agricultural products produced in Vermilion, Iberia and surrounding parishes.

During construction, fifty (50) feet of the property fronting the entire length of the site (1,320 feet) will be excavated, with the excavated material being spread

over the remaining 23.5 acres. Timber bulkheading will be constructed along the property fronting along the Canal, to prevent erosion and facilitate docking activities for the tenants of the facility.

It is estimated that some erosion may occur during construction but the bulkheading is scheduled to be constructed immediately following excavation. Other activities will include construction of a roadbed from the parish road north of the site and construction of warehouses on concrete slabs. All of these activities will have minimal adverse environmental impacts during the construction phase including: increased run-off, erosion, dust and noise, and exhaust fumes from heavy machinery. After construction, these adverse impacts will cease. Ground cover will be replanted to reduce run-off and dusty conditions.

f. Character of the Environment

Site B consists of 25 acres of pastureland. The area was cultivated in rice in past years but is presently used for production of cattle.

The Boston Canal, which borders the site on the western side, is used primarily as an access canal to the Vermilion Bay for area fishermen and sport fishermen.

g. General Description

An inland barge facility is proposed to be constructed along the Boston Canal south of Erath, Louisiana. The facility will consist of 25 acres (less 1.5 acres of excavated property) divided into four industrial parcels, ranging from 7.7 acres to 5.5 acres. Fifty (50) feet of property will be excavated along the entire length of the property to facilitate docking of barges along the industrial areas, while preventing blockage of traffic in the Canal. A timber bulkhead on timber pilings will be constructed along the 1,320 feet of property fronting on the canal. A limestone road will provide access to vehicular traffic from the Parish Road.

Electrical utilities will be provided by Gulf States Utilities. Tenants will be responsible for providing water and sewer facilities in accordance with Parish health standards.

4. Project Design

Engineering design features and techniques applied to the proposed facilities are those which will have the least disturbance to the surrounding environment, while at the same time utilize the property to its highest potential. Both projects have been developed to be compatible with existing environmental conditions.

The mooring site to be developed at Delcambre (Site A) will provide a safe modern mooring area for shrimp boats when using Delcambre as a marketing place for their catches, as well as seeking protection from inclement weather which often affects the fishing industry.

The inland barge facility at the Boston Site will aid in alleviating the problem of lack of space for industrial development associated with the oil and gas industry in south Louisiana. The site will provide industrial property for four (4) tenants, with all having bulkheaded docking space along the Boston Canal.

Engineering features used to minimize disturbance to the environment will include the use of bulkheading to protect and stabilize the waterfront property at both sites and pervious surface material to permit infiltration of rainfall and reduce erosion and run-off. The dredging at both sites will occur in uplands with the spoils being spread over adjoining lands.

5. Compliance with State and Local Environmental Permits and Procedures

Both sites are located along navigable waterways, and therefore will require a section 404 permit before dredging and bulkheading begin. A coastal use permit will also be required from the Iberia and Vermilion Parish Police Juries

during the initial dredging and bulkheading and for any future activities which require such a permit. The proposed actions will be required to conform to the Coastal Zone Management Program of the State of Louisiana and also the Parishes of Vermilion and Iberia.

Both Vermilion and Iberia Parish require building permits for any new structure constructed in the Parishes, so a building permit will have to be acquired by each person or firm constructing a permanent structure at either site. The sites are both located in a flood hazard area according to Flood Hazard Boundary Maps provided by the Department of Housing and Urban Development, Federal Insurance Agency. Therefore, flood insurance will have to be acquired on new structures constructed at the sites.

Local health codes will be adhered to in addition to state requirements regarding the discharge of treated liquids.

6. Environmental Summary

The major environmental impact at both Site A and Site B will be the dredging of a canal to facilitate activities at both sites. This dredging will cause erosion and impact the water quality in the immediate vicinity for a short period of time. The proposed road to each site will cause increased run-off and erosion to the area.

There will also be an increase in noise due to the construction activities at the ports. It is anticipated that air quality may also be slightly affected by an increase in the airborne particulate matter.

7. Short-Term and Long-Term Impacts of Project

The majority of the impacts associated with the project are short-term in nature and are all associated with the construction of facilities at both sites.

As stated previously, the dredging of the canal will cause erosion and a temporary decrease in the water quality in the immediate area. The removal of vegetation for construction of the access roads and buildings will cause an increase in erosion during the construction process. The noise levels and air quality will be adversely impacted by the use of heavy equipment during construction. However, most of these impacts will cease upon project completion. The entrance to the canal will be stabilized with bulkheading to prevent erosion following completion. Ground cover will be replanted and a pervious surface material, either limestone or shell, will be used wherever possible to reduce dust and increase infiltration of rainfall. Surrounding land is primarily agricultural, and therefore will not be affected by any of the proposed activities.

The long-term impacts of the project at both sites are generally favorable. The docking facilities at Site A (Delcambre) will alleviate the problems presently plaguing the piers in the area. The new facility will allow facilities for both fishing vessels and vessels utilized by the petroleum industry and will, therefore, indirectly enhance the economic conditions of the area.

The long-term impacts at Site B (Boston Canal) are also very favorable, in that it will provide for a healthy operating environment for the rapidly expanding petroleum industry and related service companies. The location of the port will centralize industrial activities along the Boston Canal and provide a location whereby needed utilities and other support facilities will be readily available, by providing needed services for the offshore development industry.

The only long-term negative impact associated with the proposed projects will be the additional erosion and subsequent maintenance required on the Delcambre Canal and Boston Canal due to increased boat traffic. The wave action caused by increased boat traffic will possibly result in streambank erosion.

8. Irreversible and Irretrievable Commitment of Resources

The proposed project does not involve commitment of any irreversible and/or irretrievable resources. Air and water quality will suffer temporary impacts during the construction phase, but will be restored upon completion of the project. Any birds, animals and reptiles in the area could relocate to adjoining similar habitat. No rare or endangered species would be threatened by altered lands. However, prime farmland, when used for rice production such as Sites A and B, offers little foot, cover or breeding sites for most animals or birds. No parks, archeological or historical sites are located in the location of the proposed project.

9. Federal/State Agency Involvement

a. The following is a list of other projects which were authorized for CEIP funding in Vermilion and Iberia Parishes between October 1, 1979 through September 1, 1980:

1) Partial funding of design of sewage treatment facilities (New Iberia)
2) Partial funding of new Vermilion Parish Detention Center construction (Vermilion Parish)
3) Automation of Clerk of Courts Accounting System (Vermilion Parish)
4) Rennovation of Municipal Office Building (Abbeville)
5) Robert Burley Park (Iberia Parish)

The Acadiana Regional Clearinghouse issued a favorable review of the application for CEIP grant funding.

b. There is no other Federal agency participating in this proposed project either through the provision of additional funds, a companion project, or a permit review authority.

c. The Evangeline Economic and Planning District is the areawide planning agency under whose jurisdiction the area of the proposed facility is within.

d. This project has never been under consideration by any other public funding agencies.

10. Consultation and Coordination with Others

These private and public organizations have cooperated in or contributed to the preparation of this environmental document:

1) Department of the Interior, Geological Survey
2) United States Department of Commerce, Bureau of Census
3) Department of the Army, Corps of Engineers
4) National Flood Insurance Program
5) Louisiana Department of Labor, Office of Employment Security
6) Louisiana Department of Conservation
7) Louisiana Department of Education
8) Louisiana Department of Wildlife and Fisheries
9) Louisiana State Cooperative Extension Service
10) University of Southwestern Louisiana
11) Vermilion Parish School Board
12) Iberia Parish School Board
13) Vermilion Parish Police Jury
14) Iberia Parish Police Jury

Analysis of Significant Environmental Impacts

1. Land Use

a. Development Impact

1) Site A is located south of the Town of Delcambre, located on the east bank of the Delcambre Canal. Site B is located south of the Town of

Erath on the east bank of the Boston Canal.

Both parcels of land were once cultivated in rice, but are presently utilized as pastureland.

2) Land Use Plan

No land use plan or zoning ordinance exists for Vermilion Parish or more specifically, the location of Site A and B. However, the proposed project would be compatible with the surrounding land use which is predominantly agricultural.

b. Impact on Other Community Facilities

The proposed projects will not have a significant or adverse impact on community facilities in either Delcambre, Erath, or Vermilion and Iberia Parish. The domestic water supply for Delcambre is furnished by one well which has a one million gallon per day pumping capacity, with a 100,000 gallon elevated storage tank. The estimated total usage is 800,000 gpd, therefore, leaving a 200,000 gallon surplus. The Erath water system is furnished by two (2) deep water wells and a 250,000 gallon elevated storage tank.

The sewer system in Delcambre consists of a gravity flow collection system with lift stations, along with a 700,000 gallon per day trickling filter treatment plant. The Town is presently in Phase II of an EPA sewer grant to provide improvements to the system. Erath, however, is not as fortunate for only thirty-five (35) residential customers are served by the present two-cell oxidation pond. The Town is presently involved in Phase II and III of an EPA sewer grant to provide much needed expansion to the present system.

The schools in the Vermilion Parish School System are currently operating under capacity and plans exist for future expansion. One new school is presently under construction, while two are scheduled to be completely renovated and enlarged.

Erath General Hospital presently serves the area of both sites with the available 63 beds. The hospital is capable of providing both long-term care, as well as most emergency cases which might occur. When more sophisticated equipment is required, hospitals in New Iberia, Abbeville, and Lafayette are only minutes away. Fire protection will be provided by any one of the many substations of the Vermilion Parish Fire Protection Association.

Population growth associated with the sites in Delcambre and Erath will not adversely affect the delivery of community services. An increase in capital investment in both Site A and B will result in an increase in tax revenues to the Parish. Therefore, the impact of the proposed facility on community services will be positive.

c. Small Scale Maps

Exhibit A is a USGS Topographic Map of the Delcambre area. Exhibit B is a USGS Topographic Map of the Boston site area. Exhibit C is a U.S. Soil Conservation General Soils Map of Vermilion Parish. Exhibit D is the Iberia Parish Soils Map.

None of the following environmental features are located in the vicinity of the two project sites: dunes, beaches, steep slopes, wetlands, areas of scenic beauty, woodlands, or wildlife habitats.

Both sites are located in the floodplain as depicted by the Flood Hazard Boundary Map (Revised May, 1978). This is unavoidable, since the only feasible site for the two projects are in lower Vermilion and Iberia Parishes, which fall within the flood zone.

Aquifer recharge in the vicinity is generated primarily through the numerous water bodies in the area, primarily the Vermilion River and Bayou Teche. Groundwater in the area of the two sites, which are located in the Mermentau-Vermilion-Teche Basins, is generally derived in large quantities from strata

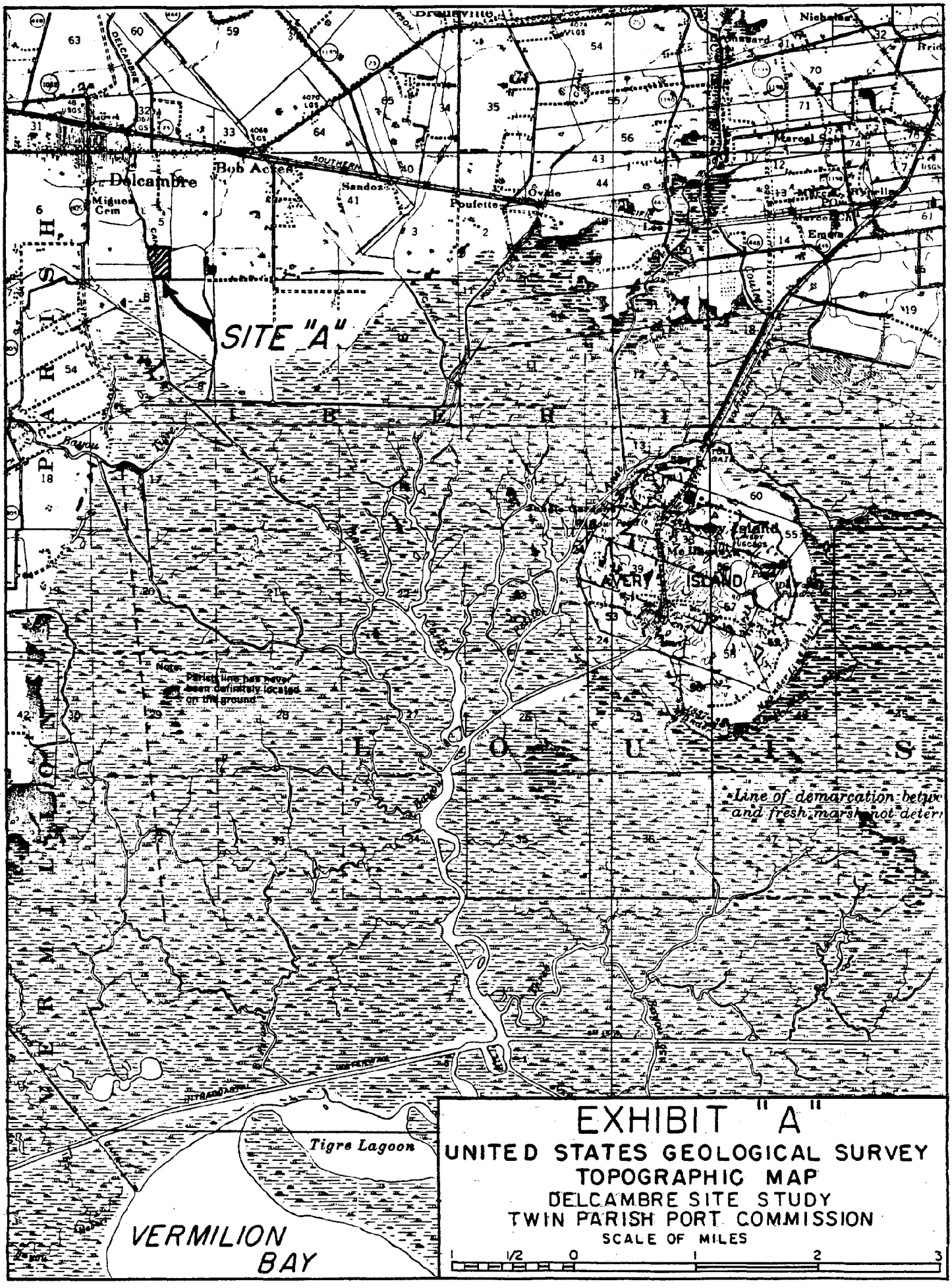


EXHIBIT "A"

UNITED STATES GEOLOGICAL SURVEY TOPOGRAPHIC MAP

DELCAMBRE SITE STUDY

TWIN PARISH PORT COMMISSION

SCALE OF MILES

1 1/2 0 1 2 3

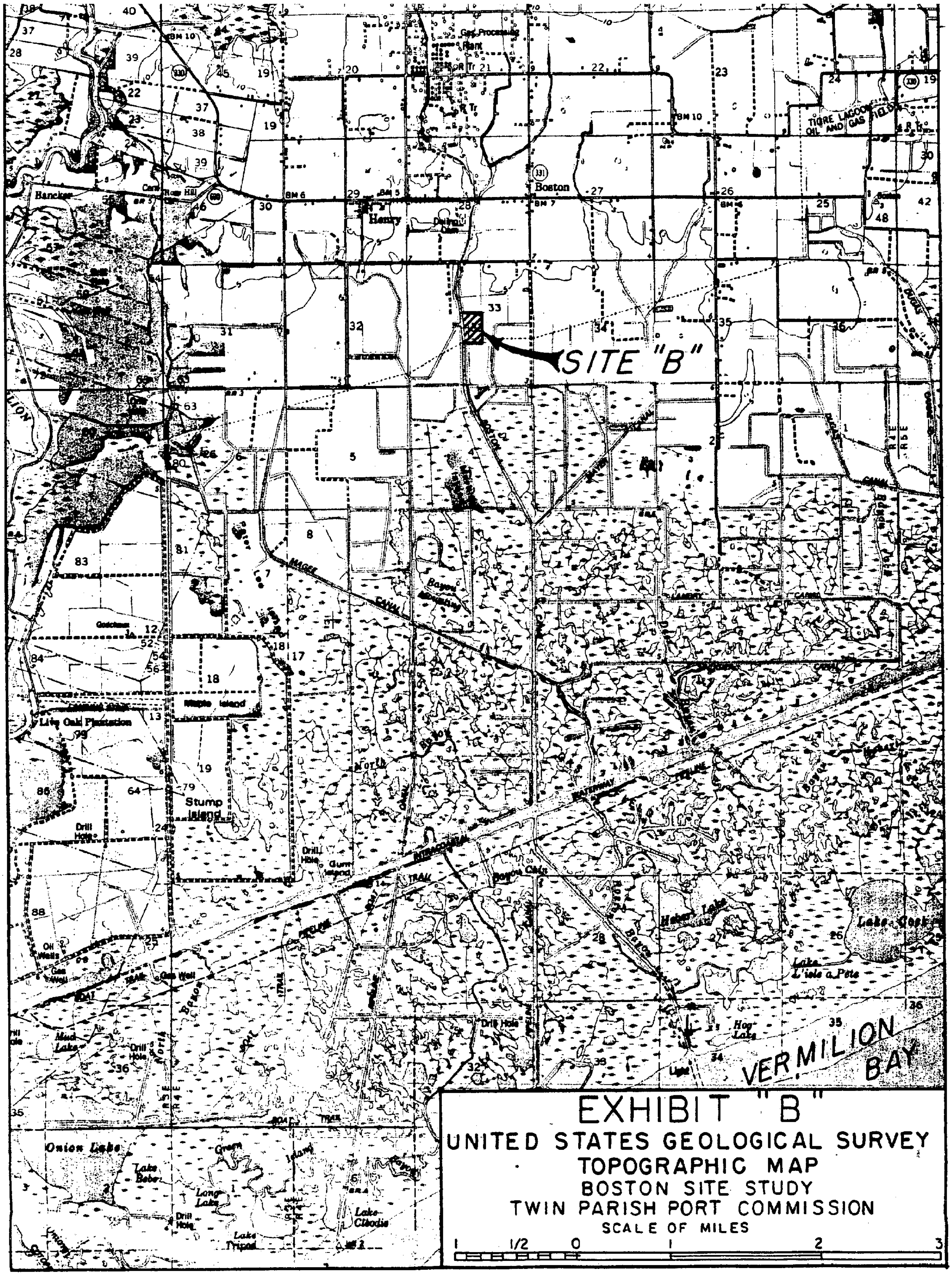


EXHIBIT "B"

UNITED STATES GEOLOGICAL SURVEY

TOPOGRAPHIC MAP

BOSTON SITE STUDY

TWIN PARISH PORT COMMISSION

SCALE OF MILES

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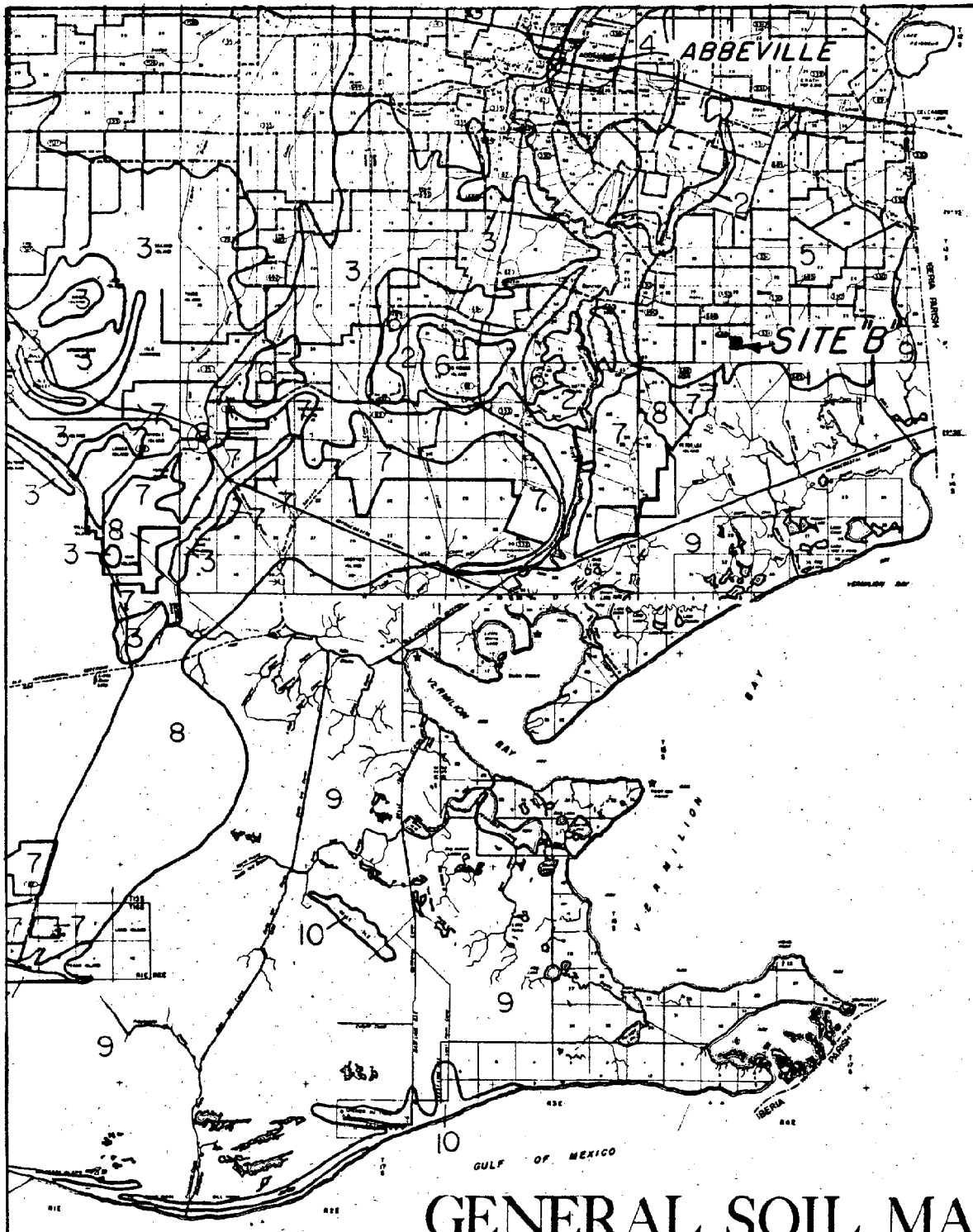


GENERAL SOIL MAP

VERMILION PARISH, LOUISIANA

U. S. DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
ALEXANDRIA, LOUISIANA
IN COOPERATION WITH
LOUISIANA AGRICULTURAL EXPERIMENT STATION

JANUARY 1970

4-R-28747-A

EXHIBIT " C "

2

SWAMP-LOCAL ALLUVIAL LAND ASSOCIATION–

This is an area of swamps and local stream bottomlands mostly on the floodplain of the Vermilion River and Bayou Queue De Tortue. These lands are used for woodland, reservoir areas for rice irrigation water and drainage outlets. They are at low elevations and are flooded frequently with much of the areas being flooded most of the time. Swamp land with the water table at or above the surface most of the time makes up about 70 percent of the association. This land consists of clayey and organic deposits. The Local Alluvial land makes up about 20 percent of the association. It consists generally of silty and clayey alluvial deposits that are frequently flooded. Fresh Water Marsh and Harris soils make up most of the remaining 10 percent of the association.

3

BEAUMONT-MOREY-MIDLAND ASSOCIATION–Level, clayey and silty soils.

This is an area of nearly level poorly drained soils on a broad prairie which extends northwest to southeast across the parish. These soils are used mostly for cropland. Rice is the principal crop. The Beaumont soils at low elevations make up about 40 percent of the association. They have a very dark or black clay surface and a gray clay subsoil mottled with brown. The Morey soils at low elevations make up about 30 percent of the association. They have a very dark gray or black silt loam surface and a dark gray silt clay loam subsoil mottled with brown. The Midland soils at slightly higher elevations make up about 15 percent of the association. They have a dark gray silty clay loam surface and a gray clay subsoil mottled with brown. Crowley, Mowata, Harris, Patoutville and Jeanerette soils soils make up most of the remaining 15 percent of the association.

4

LORING-OLIVIER-FROST ASSOCIATION–Undulating and gently sloping silty soils.

This is an area of undulating and gently sloping soils on a broad terrace at a high elevation in northeast part of the parish. These soils are used mostly for cropland. Sugarcane and soybeans are the principal crops. The moderately well drained Loring soils on the high nearly level to gently sloping areas make up about 30 percent of the association. They have a brown silt loam surface and a dark brown silt clay loam subsoil mottled with gray in the lower part. The somewhat poorly drained Olivier soils on the nearly level areas make up about 30 percent of the association. They have a grayish-brown silt loam surface and a yellowish-brown silty clay loam subsoil mottled with gray. The poorly drained Frost soils in the depressions and narrow valleys make up about 30 percent of the association. They have a very dark gray silt loam surface and a gray silty clay loam subsoil mottled with brown. Calhoun, Patoutville and Jeanerette soils make up most of the remaining 10 percent of the association.

5

JEANERETTE-PATOUTVILLE ASSOCIATION–Level to nearly level silty soils.

This is an area of level to nearly level soils on a broad terrace in the northeast part of the parish. These soils are used mostly for cropland. Sugarcane, rice and soybeans are the principal crops. The poorly drained Jeanerette soils at the lower elevations make up about 45 percent of the association. They have a very dark gray or black silt loam surface and a dark grayish-brown or olive brown silty clay loam subsoil. The somewhat poorly drained Patoutville soils at the higher elevations make up about 40 percent of the association. They have a grayish-brown silt loam surface and a mottled brown, red, yellow and gray silty clay loam subsoil. Olivier and Frost soils make up most of the remaining 15 percent of the association.

6

CROWLEY-PATOUTVILLE ASSOCIATION–Nearly level silty soils with clayey and silty subsoils.

This is an area of nearly level and undulating soils on a broad prairie in the north central part of the parish. These soils are used mostly for cropland. Rice is the principal crop. The somewhat poorly drained Crowley soils on the nearly level areas at high elevations make up about 45 percent of the association. They have a grayish-brown silt loam surface and gray, red and brown mottled silty clay subsoil. The somewhat poorly drained Patoutville soils at the highest elevations on the undulating and gently sloping areas make up about 35 percent of the association. They have a grayish-brown silt loam surface and a dark grayish-brown silty clay loam subsoil mottled with shades of brown, red, yellow and gray. Jeanerette, Frost, Beaumont, Midland, Morey and Mowata soils at the lower elevations make up most of the remaining 20 percent of the association.

7

HARRIS-MOREY-MOWATA, Drained, ASSOCIATION–Level clayey and silty soils that are diked and drained.

This is an area of poorly drained soils that are part of and adjacent to the fresh water marsh. They are protected from flooding by dikes (levees) and are drained by pumps. These soils are used mostly for cropland. Rice is the principal crop. Pasture is the principal use on Pecan Island. The Harris soils at the lowest elevations on broad, nearly level areas make up about 75 percent of the association. They have a very dark gray or black clay surface and a gray clay subsoil mottled with brown. The Morey soils at the higher elevations on ridges and islands make up about 10 percent of the association. They have a very dark gray or black silt loam surface and a dark gray subsoil mottled with brown. The Mowata soils also on the higher elevations on ridges and islands make up about 10 percent of the association. They have a dark gray silt loam surface and gray clay subsoil mottled with brown. Fresh Water Marsh Peat, Beaumont, Crowley, Patoutville, and Jeanerette soils make up most of the remaining 5 percent of the association.

8

FRESH WATER MARSH–Organic fresh water marsh land.

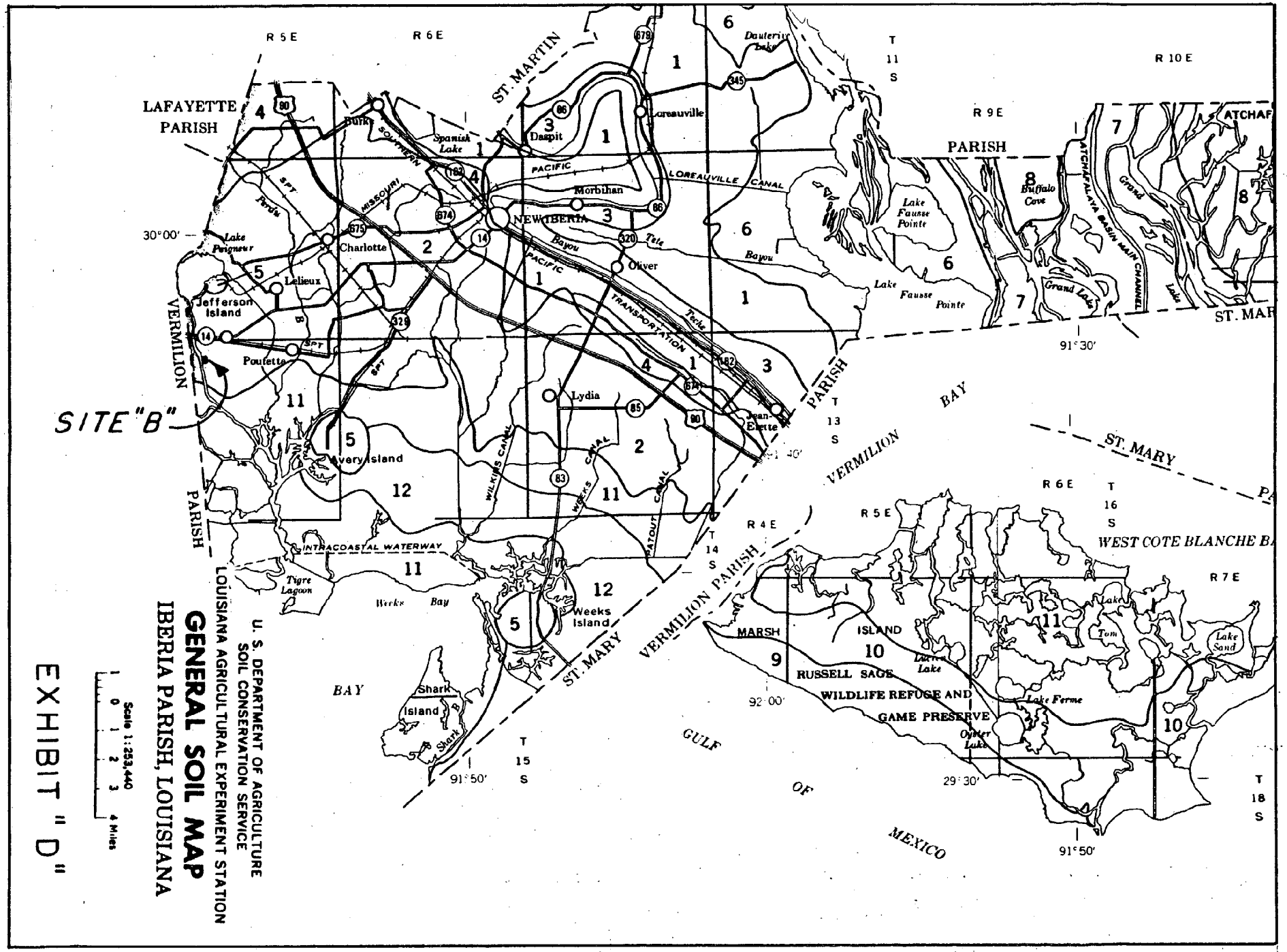
This is an area of fresh water marsh land that occurs adjacent to the uplands. These lands are at or near sea level and are flooded most of the time with fresh water. They are used mostly for wildlife habitat and as a water reservoir for rice irrigation. Some areas are used for cattle range. Most of the land consists of organic material 18 to 50 inches thick, over gray clay. Islands of Harris soils and spoil banks make up most of the remaining 5 percent of the association.

9

SALT WATER MARSH-HARRIS, Saline Phase ASSOCIATION–Organic and mineral marsh soils.

This is an area of organic and mineral marsh soils that occur at or near sea level and are flooded most of the time by salt water. Tidal action from the Gulf of Mexico affects much of the area. Many salt-water ponds and tidal channels are present. These soils are used mostly for wildlife habitat. Some of the more stable areas are used for cattle range. About 65 percent of the association consists of soft, organic and mineral mud 18 to 50 inches thick over clayey material. The Harris soils occurring in areas adjacent to higher lands make up about 30 percent of the association. They have a very dark gray or black mucky surface and gray clay subsoil. Brackish Marsh Peat, spoil banks, and Fresh Water Marsh make up most of the remaining 5 percent of the association.

EXHIBIT "C-1"



GENERAL SOIL MAP

IBERIA PARISH, LOUISIANA

U. S. DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
LOUISIANA AGRICULTURAL EXPERIMENT STATION

EXHIBIT "D"

SOIL ASSOCIATIONS

MINERAL SOILS THAT ARE SELDOM TO NEVER FLOODED

1 IBERIA–LOREAUVILLE–BALDWIN association: Level, poorly drained clayey soils and somewhat poorly drained loamy soils of the alluvial plain.

2 JEANERETTE--PATOUTVILLE association: Level to nearly level, somewhat poorly drained loamy soils of the terrace upland.

3 GALLION–GALVEZ–BALDWIN association: Undulating, level and nearly level, well drained and somewhat poorly drained loamy soils and poorly drained clayey soils of the alluvial plain.

4 COTEAU–PATOUTVILLE association: Nearly level and very gently sloping, somewhat poorly drained loamy soils of the terrace upland.

5 MEMPHIS–FROST association: Sloping and hilly, well drained and very gently sloping, poorly drained loamy soils of the salt domes.

MINERAL SOILS THAT ARE FREQUENTLY TO OCCASIONALLY FLOODED

6 FAUSSE–SHARKEY–NEWELLTON association: Very poorly drained to somewhat poorly drained clayey soils of the alluvial plain adjacent to the Atchafalaya Floodway.

7 FAUSSE–CONVENT association: Very poorly drained clayey soils and somewhat poorly drained loamy soils of the Atchafalaya Floodway part of the alluvial plain.

8 FAUSSE association: Very poorly drained clayey soils of the Atchafalaya Floodway part of the alluvial plain.

9 PLACEDO association: Very poorly drained clayey soils of the firm marshes.

10 SCATLAKE association: Very poorly drained clayey soils of the soft marshes.

ORGANIC SOILS THAT ARE FREQUENTLY FLOODED

11 LAFITTE association: Very poorly drained organic soils of the soft marshes.

12 MAUREPAS association: Very poorly drained organic soils of the tidal swamps and soft marshes.

EXHIBIT "D-1"

that is chiefly sand and gravel interbedded with clay. Large ground water supplies are obtained from alluvial gravel.

Both Site A and B are proposed to be located on land presently used as pastureland. The surrounding property at both sites consists of prime agricultural land, but will in no way be affected by the construction at the two sites. Activities at both sites are expected to be compatible with adjoining agricultural land uses.

The major roadway near both sites is Louisiana Highway 14. This highway is the major transportation route for east-west traffic in Vermilion and Iberia Parish. LA 14 connects U.S. Highway 167 and 90 in Abbeville and New Iberia respectively. Both sites will be accessible to parish roads via newly constructed improved roads leading to each site.

d. Floodplains

The Flood Hazard Boundary Map (Revised May, 1978) for Vermilion and Iberia parishes shows that both Site A and B are within the flood hazard area.

Due to the water related activities of the mooring area in Delcambre and the inland barge facility at Boston, the location in the flood hazard area is unavoidable. Therefore, the design of the project will:

1) Minimize potential harm to the floodplain.

2) Meet floodproof standards under the National Flood Insurance Program. Spoil material dredged from the port channel will be deposited on land and landscaped to elevate structures above the present elevation of between 5 to 10 feet. Structures built in the floodplain will be flood-proofed. Vermilion Parish is a participant in the National Flood Insurance Program.

3) The design of the project will be in compliance with the Flood Disaster Protection Act as specified in Section 102 (a) Title 1.

e. Wetlands

Neither Site A or B are located in wetlands as defined in Executive Order 11990.

f. Farmland

Both Sites A and B will be located on land presently used primarily for agricultural purposes. Sites A and B are presently utilized as pastureland; however, both were used for rice production in the recent past.

Both sites meet the criteria for prime farmland as defined by U.S. Soil Conservation Service U.S.D.A. in the Land Inventory and Monitoring Memo - 3 (October 31, 1975). The sites are not in a special agricultural district designated by either the State or parish. Both sites are used by resident birds and some small animals for nesting and feeding. The Areawide Land Development Plan (1978) prepared by the Evangeline Economic Development District shows Sites A and B to be farmland. This plan has not been officially adopted by any local government unit, but represents existing land use in the district.

g. Wildlife Habitat

Sites A and B are classified as farmland; if altered, they would not have major effects on wildlife habitat. These areas do provide nesting and limited feeding for some of the following: brown headed cowbirds, meadowlark, blackbirds, sparrows, hawks and other resident species. Areas could be included in the range of cottontail, rabbits, armadillo, field mice and ribbon snakes. No rare or endangered species would be threatened by the alteration of these lands. It should be noted that Site A, due to its proximity to the

Town of Delcambre, is probably not used as extensively by wildlife as Site B.

Alteration of these lands to provide the needed excavated areas would not have any major effect on wildlife habitat. Wildlife could possibly be affected by the removal of vegetation or the spreading of excavated materials over the sites; however, lost population could relocate into adjoining similar habitats.

The proposed project could not jeopordize the continued existence of any endangered or threatened species (flora or fauna), nor could it result in the destruction or modification of a habitat or portion of such habitat of endangered or threatened species.

2. Noise Impacts

The proposed project is not a noise sensitive land use. The State of Louisiana does not have a noise quality program or noise standards. The Louisiana Occupational Health section deals with noise problems on a complaint basis. There has never been a complaint filed by anyone in the Vermilion Parish area. Sites A and B are located in agricultural areas away from residential population centers. Noise emanating from the proposed project would not affect a noise sensitive area.

3. Air Quality

a. The proposed project would not lower existing air quality in the area. Air quality effects of the project would be temporary in nature and would include suspended dust particles during construction and exhaust fumes from construction machinery.

b. The proposed location of Site A is located approximately one-half mile downstream from the Town of Delcambre. The anticipated activities at the mooring site will involve shrimp boats which are presently docking along the

Delcambre Canal closer to the Town. The Boston Site is located in an agricultural area with the closest residence located approximately one mile away.

c. The dominant topography of the area is flat with 0-1% slope. This is favorable for horizontal and vertical dispersion of contaminants.

d. Prevailing winds are southerly from the Gulf of Mexico.

e. The applicable priority classifications for air quality management are 1 for SO_2 and hydrocarbons, 2 for particulates, and 3 for carbon monoxide and nitrogen oxide. Although there are no areas designated as air quality management in Vermilion Parish, it is anticipated that the two proposed sites are well below these standards set by the Louisiana Air Control Commission.

f. There is no potential for changes in the microclimate of the area.

4. Environmental Effects

Water temperature change due to the existence of the mooring site or inland barge facility would be insignificant. During the summer months, water in the channel would absorb the heat of the sun. The same effect would occur in the river channel with no significant differences in temperature.

The concentration of total dissolved solids would increase during excavation and construction. Excavation of the site would cause a temporary and unavoidable increase in erosion. After completion of the excavation, waterfront areas would be bulkheaded to prevent erosion. The primary cause of high concentrations of dissolved solids in the Delcambre Canal and Boston Canal is erosion from local croplands. Increases in suspended solids may occur during construction of the project, however, long-term effects of the project may show a decrease dissolved solids.

There will be no significant change in nitrogen saturation. Mechanical sewage treatment will be provided at the Delcambre Site, while septic tanks

will be installed at the Boston Site. Effluent will meet the standards set by the Louisiana Department of Health. No hazardous waste will be stored or handled at either facility. Solid waste will be disposed of at the Vermilion Parish Solid Waste Disposal Facility. There will be no increase in pathogens. Sewage treatment will be provided on-site and will meet existing health standards.

The existence of the mooring and inland barge facility will not effect the rate of eutrophication or effect water temperature. The odor and taste of the water will not change. Neither the Delcambre Canal or Boston Canal are sources of potable drinking water. Changes in water quality due to the facilities would be temporary in nature and would not create conditions outside of permissible or desirable conditions as expressed by water quality standards or general social opinion.

5. Waste Water Treatment Plants

Not applicable.

6. Solid Waste Management

The solid waste disposal method used in Vermilion Parish is a milling process with mill fill. The volume of solid wastes are reduced by the milling process and then land filled. Solid wastes generated during construction of the proposed projects will be disposed of by this mill fill technique. The solid waste will consist of miscellaneous building materials. The quantity of such solid waste will be small.

After development of the inland barge facility at Boston, the amount and kind of solid waste will depend on the industries which locate there. Organics and other solid wastes generated by these industries will be processed at the mill.

Solid waste generated at the Delcambre Site will be those commonly associated with the fishing industry and will be handled through either an agreement with the Town of Delcambre or through a private disposal firm.

7. Human Population

The proposed project will not cause the disruption of any of the following services to a human population for more than 24 hours: water, electrical power, natural gas, or sewage. No people will have to be relocated due to the project.

8. Transportation

Accessibility to Vermilion Parish is primarily via I-10 to U.S. 90 and U.S. 167. The major route serving both Sites A and B will be LA 14, which is the major east-west thoroughfare in Vermilion and Iberia Parishes. The major water transportation routes in Vermilion and Iberia Parishes are the Vermilion River, Bayou Teche, the Intracoastal Waterway, and Freshwater Bayou Canal.

Development of the mooring area along the Delcambre Canal will result in additional traffic along the Canal due to increased availability of docking space. This limited additional traffic should not result in any type of excess maintenance to the waterway or surrounding facilities.

The inland barge facility will not result in a large increase in boat traffic along the Boston Canal. The amount of traffic will be directly effected by the type of industries locating at the facility. It is anticipated that all traffic using the facility will exit for its final destination via the Boston Canal then through the Gulf Intracoastal Waterway.

Any additional highway traffic will utilize Highway 167, or LA 14, which are both presently being converted from two lane to four lane routes. Therefore, these new roads are expected to be able to facilitate any additional traffic generated by the two proposed facilities.

Local and parish roads will be used to connect the sites to the above mentioned thoroughfares. These roads are anticipated to need periodic repair, but these repairs should be offset by additional revenues generated at each site.

9. Wild and Scenic Rivers

The proposed project will not effect a river or portion of a river which is either included in the National Wild and Scenic Rivers System or designated for potential addition to the system.

10. Historic Preservation

There are no listings in the National Register of Historic Places in the study areas. The State Historic Preservation Office has reviewed the two locations of the proposed sites and has verified that no historic sites are located in the areas under consideration. (See next page)

STATE OF LOUISIANA
DEPARTMENT OF CULTURE, RECREATION AND TOURISM
OFFICE OF PROGRAM DEVELOPMENT

DAVID C. TREEN
Governor

ROBERT B. DeBLIEUX
Assistant Secretary

MRS. LAWRENCE H. FOX
Secretary

October 28, 1980

Mr. Joseph E. Schexnaider
J.E. Schexnaider & Associates
P.O. Box 579
Abbeville, LA 70510

Dear Mr. Schexnaider:

Our central state files contain no known archaeological, historical or cultural sites within the two areas shown on your map. In addition, no sites listed in the National Register of Historic Places are located in these areas.

If we can be of any further assistance, please feel free to contact my staff in the Division of Archaeology and Historic Preservation.

Sincerely,

Robert B. DeBlieux
State Historic Preservation Officer

RBD:JKK:bb

PRELIMINARY PLANNING DESIGNS AND LAYOUTS OF PROPOSED FACILITIES

Engineering design features and techniques applied to the proposed projects are those which will have the least disturbance to the surrounding envirnment, the project designs have been developed to be compatible with existing environmental standards. Following are descriptions of preliminary designs and layouts of sites A and B as located on Exhibit "E".

SITE A - Delcambre Mooring Area

The Twin Parish Port Commission proposes to build a mooring site located approximately one-half mile south of the Town of Delcambre on the eastern bank of the Delcambre Canal. The site, which will consist of two separate mooring sites totalling 20.6 acres, will be used to alleviate crowded conditions at the Port of Delcambre and at the same time provide a safe and modern docking area for shrimp boats during inclement weather and off-seasons. See Exhibit "F" for general site location.

The design of Site A will consist primarily of two excavated areas totaling approximately 20.6 acres in which finger piers will be constructed to provide mooring spaces for approximately 120 boats. The design of the site was designed to accommodate the existence of a natural gas pipeline traversing the 25 acre site in a northeasterly direction. The excavated material (approximately 400,000 cubic yards) will be used to elevate the remaining property with the excess being either hauled away or spread over adjoining properties with the owners' consent.

The larger of the two excavated sites will be dredged during the first phase of construction. This area, which will include approximately

14.6 acres, will include 2,620 feet of bulkheading, 1,175 feet of finger piers, and will be capable of handling 80 boats when completed.

The second site to be excavated is located directly south of the larger mooring area and will be approximately 6.0 acres large. This area will consist of 1,175 feet of timber bulkheading on timber pilings, with one finger pier constructed 225 feet in length, and will be capable of handling 40 boats when completed. See Exhibit "H" for site layout.

A hardsurfaced road will be constructed to afford access to the site from the parish road located 3,900 feet from the northern portion of the property. Limestone or shell will be placed on the unexcavated areas to provide parking and off/on loading areas for boat owners utilizing the mooring area.

A six inch water well will be dug to provide water to the site for the washing of boats, fire fighting, and associated uses. Two inch lines will provide water along all finger piers to provide water to boats utilizing the facility. A mechanical sewage treatment plant will be constructed for the dumping of sewage from fishing boats. The plant will be located at the entrance to the two sites along the Delcambre Canal. Adequate lighting will also be provided at the mooring site to increase security and allow better conditions for working at night.

SITE B - Boston Inland Barge Facility

The Twin Parish Port Commission proposes to build a 25 acre inland barge facility along the Boston Canal. The facility will aid in alleviating the distress of rapid industrial development, due to increasing oil and gas exploration in the Gulf of Mexico and the coastal marshes of Louisiana. The site will also be capable of handling barge loading facilities to accommodate agricultural produce from Vermilion, Iberia and surrounding parishes. The general location for Site B is approximately 6 miles

south of Erath along the Boston Canal. The site is approximately one-half (½) mile downstream from Louisiana State Highway Number 688. See Exhibit "G" for general site location.

The 25 acre site will be subdivided into three 5.5 acre sites (800 feet by 300 feet) and one 7.7 acre site (800 feet by 420 feet). It is estimated that approximately 85 percent of the land will be used for oil-field fabrication and possible agricultural product storage and shipping facilities. The remaining 15 percent will be used for port facilities. The 7.7 acre site presently has a high power line crossing the southern one hundred fifty (150) feet of the property, and therefore, will only be utilized as storage areas such as pipe yards, et cetera. No permanent building or other structure will be allowed in the area.

Water and sewerage facilities will be provided by the occupants of the property. The electical service will be furnished by Gulf States Utilities. Fifty (50) feet of property will be excavated along the entire length of the property to facilitate docking of barges along the industrial areas, while preventing blockage of traffic in the Canal. The approximate 30,000 cubic yards of excavated material will be spread over the remainder of the property to elevate the site. A timber bulkhead on timber pilings will be constructed along the 1,320 feet of property fronting on the canal. See Exhibit "I" for site layout.

A hardsurfaced road will be constructed from the extreme northern edge of the property to the parish road located approximately 2,600 feet from the twenty-five (25) acre site.

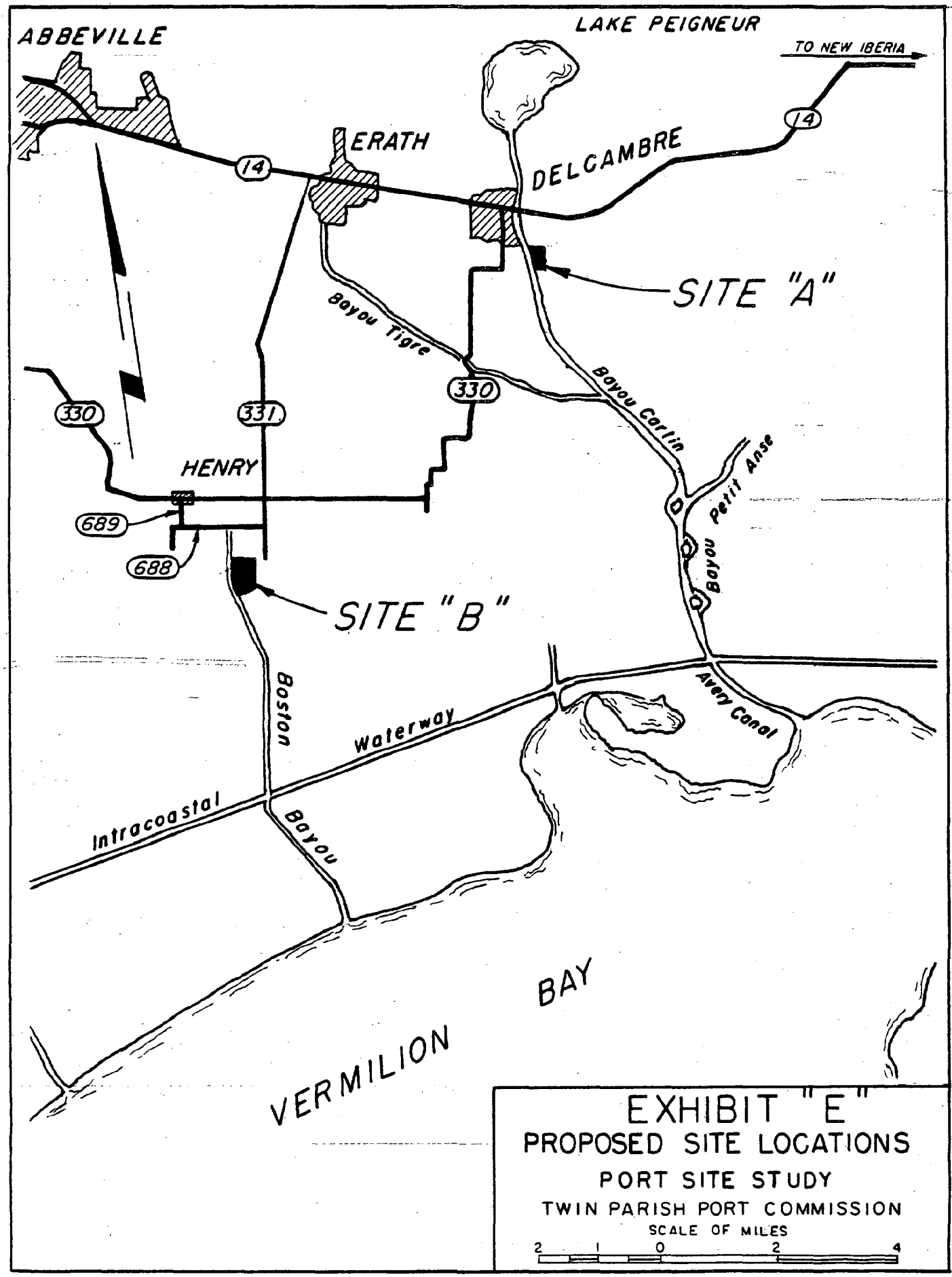


EXHIBIT "E"

PROPOSED SITE LOCATIONS

PORT SITE STUDY

TWIN PARISH PORT COMMISSION

SCALE OF MILES

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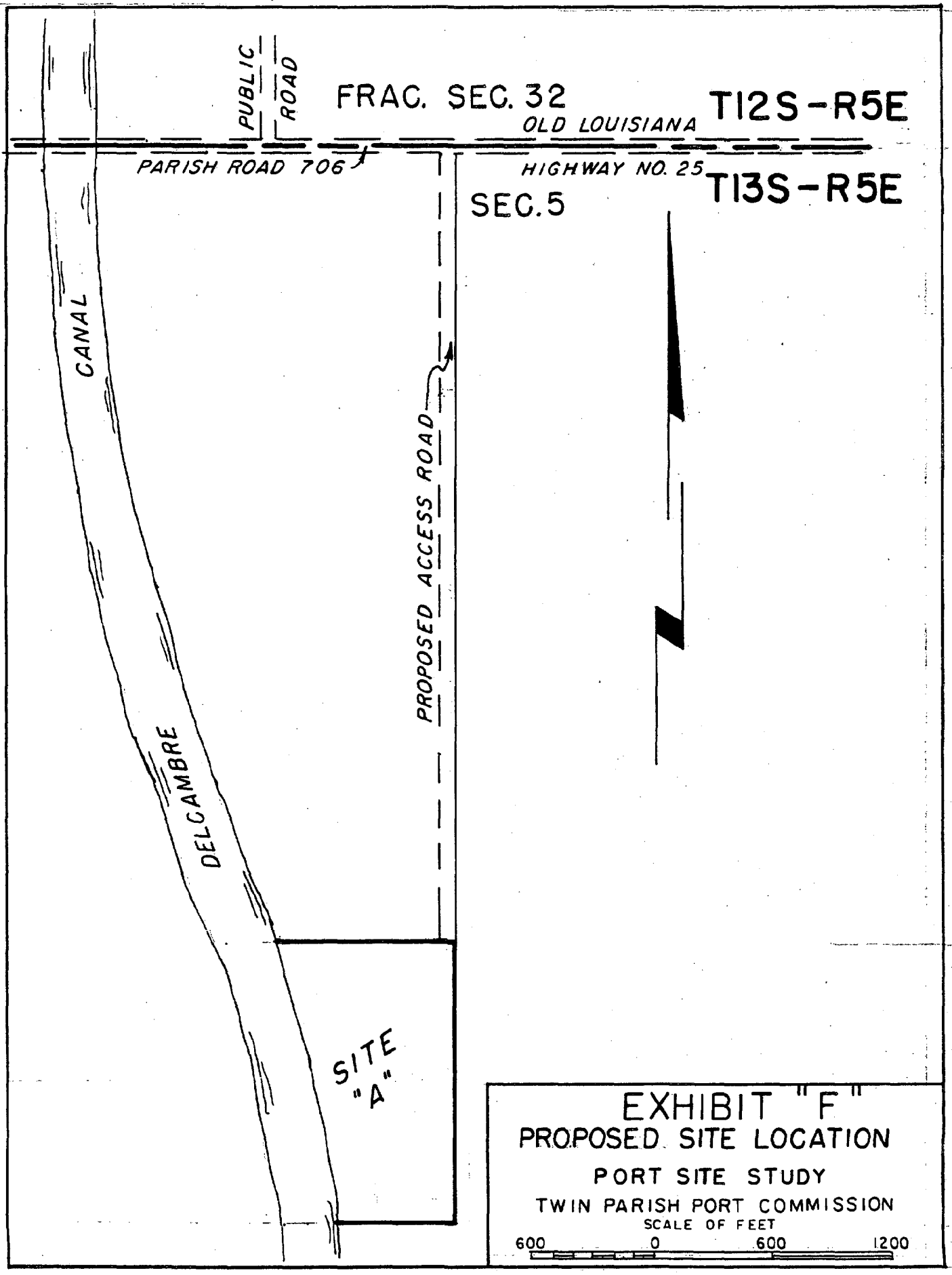


EXHIBIT "F"

PROPOSED SITE LOCATION

PORT SITE STUDY

TWIN PARISH PORT COMMISSION

SCALE OF FEET

600 0 600 1200

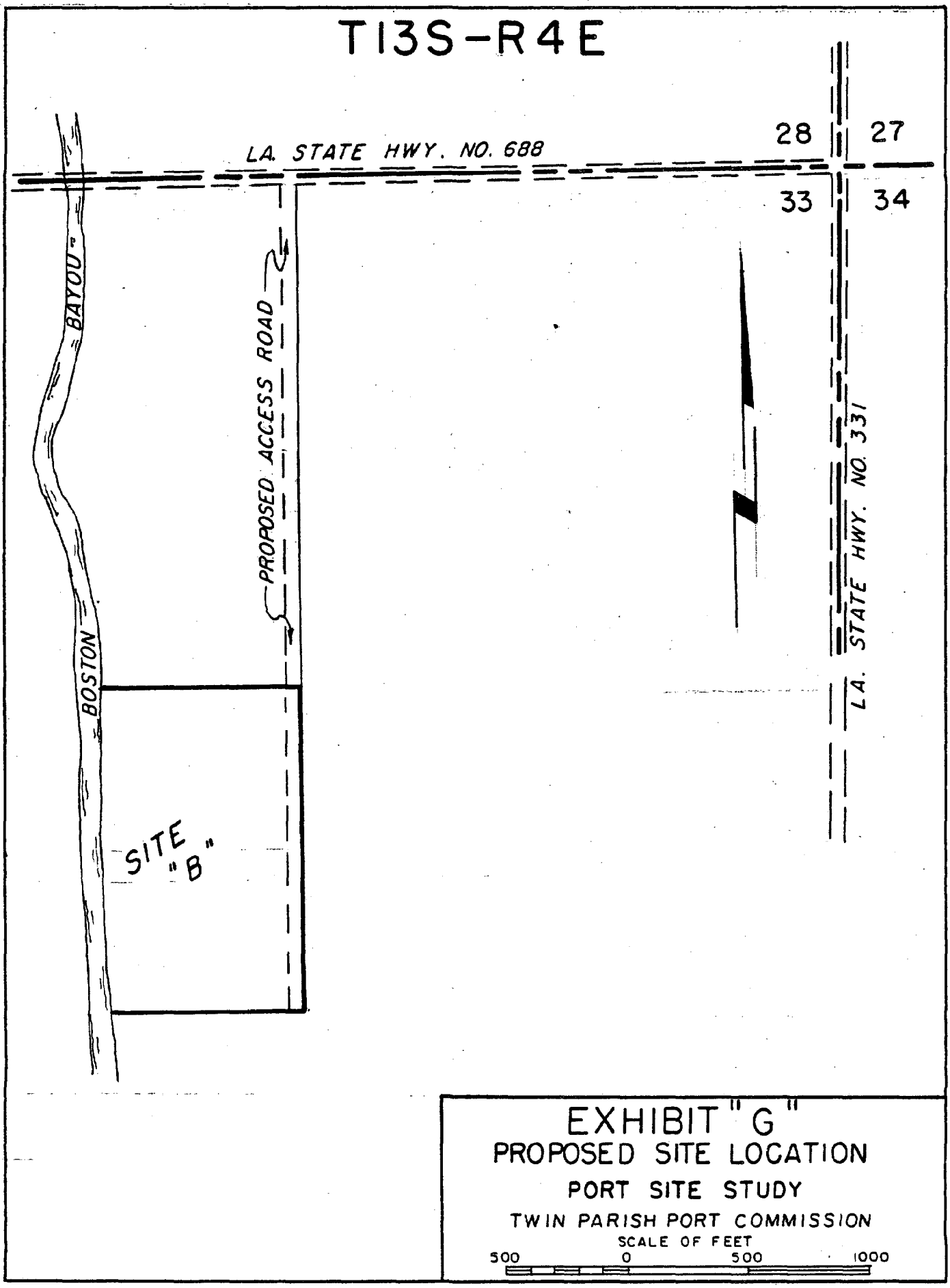


EXHIBIT "G"

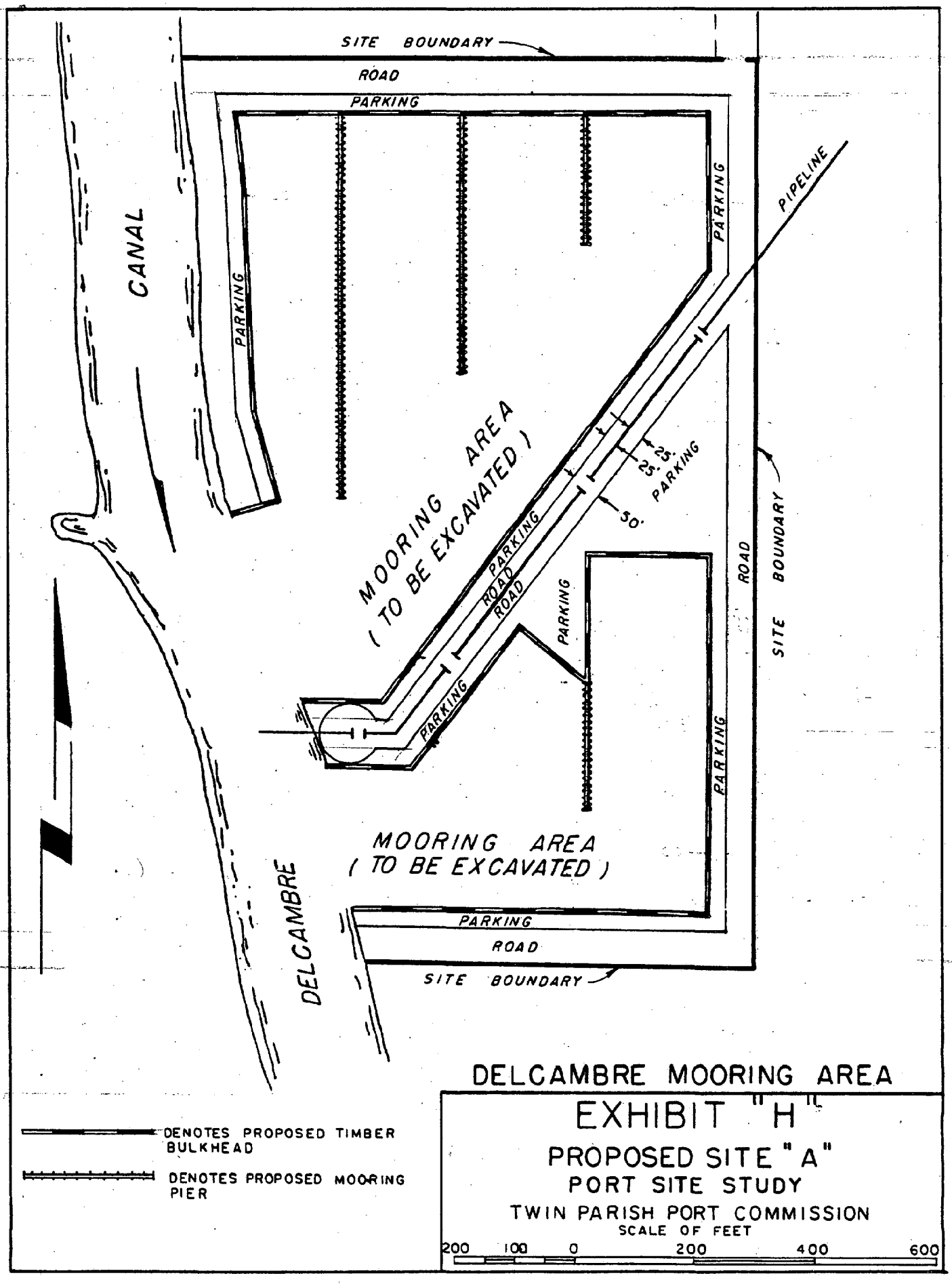
PROPOSED SITE LOCATION

PORT SITE STUDY

TWIN PARISH PORT COMMISSION

SCALE OF FEET

500 0 500 1000


SITE BOUNDARY
ROAD
PARKING
CANAL
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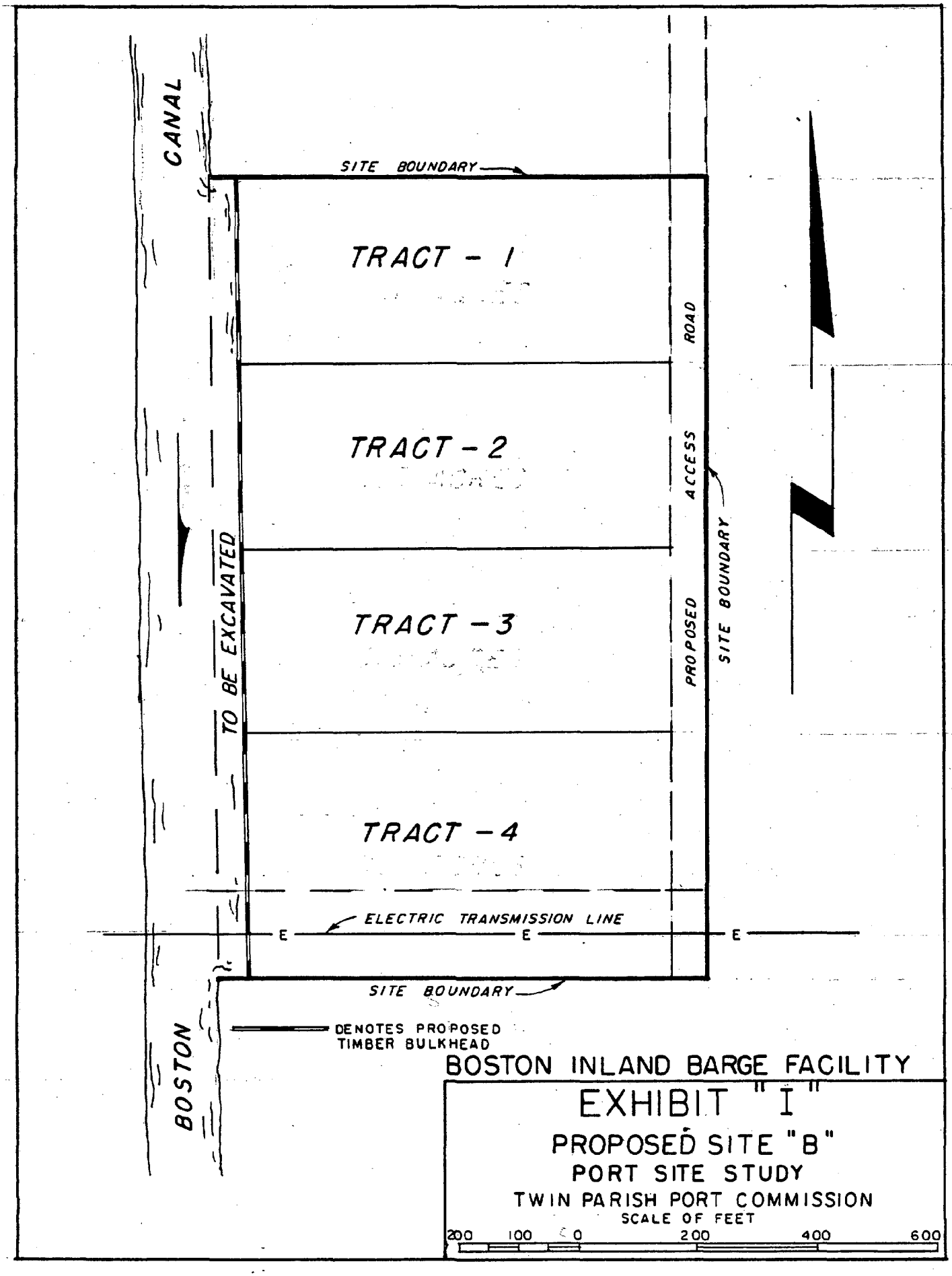
PARKING
PIPELINE
MOORING AREA
(TO BE EXCAVATED)
25'
25'
PARKING
50'
PARKING
ROAD
ROAD
PARKING
ROAD
SITE BOUNDARY
PARKING
MOORING AREA
(TO BE EXCAVATED)
DELCAMBRE
PARKING
ROAD
SITE BOUNDARY
DENOTES PROPOSED TIMBER BULKHEAD
DENOTES PROPOSED MOORING PIER
DELCAMBRE MOORING AREA
EXHIBIT "H"
PROPOSED SITE "A"
PORT SITE STUDY
TWIN PARISH PORT COMMISSION
SCALE OF FEET
200 100 0 200 400 600


CANAL
SITE BOUNDARY
TRACT - 1
TRACT - 2
TRACT - 3
TRACT - 4
ACCESS ROAD
PROPOSED SITE BOUNDARY
TO BE EXCAVATED
ELECTRIC TRANSMISSION LINE
E
E
E
SITE BOUNDARY
DENOTES PROPOSED TIMBER BULKHEAD
BOSTON
BOSTON INLAND BARGE FACILITY
EXHIBIT "I"
PROPOSED SITE "B"
PORT SITE STUDY
TWIN PARISH PORT COMMISSION
SCALE OF FEET
200 100 0 200 400 600

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